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CARIBBEAN

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Photography Part 2**

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Bequia Easter Regatta

CAP'N FATTY:
Radio & Audio Lowlifes

NATURE:
Caribbean Reef Squid

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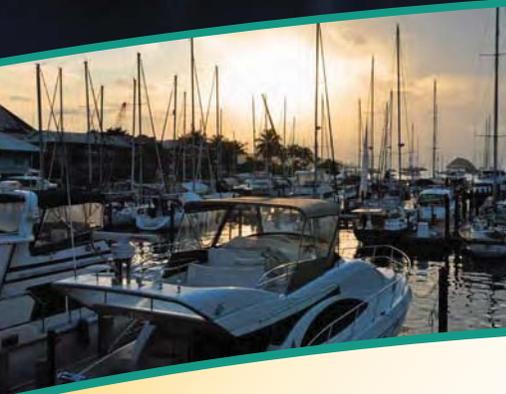
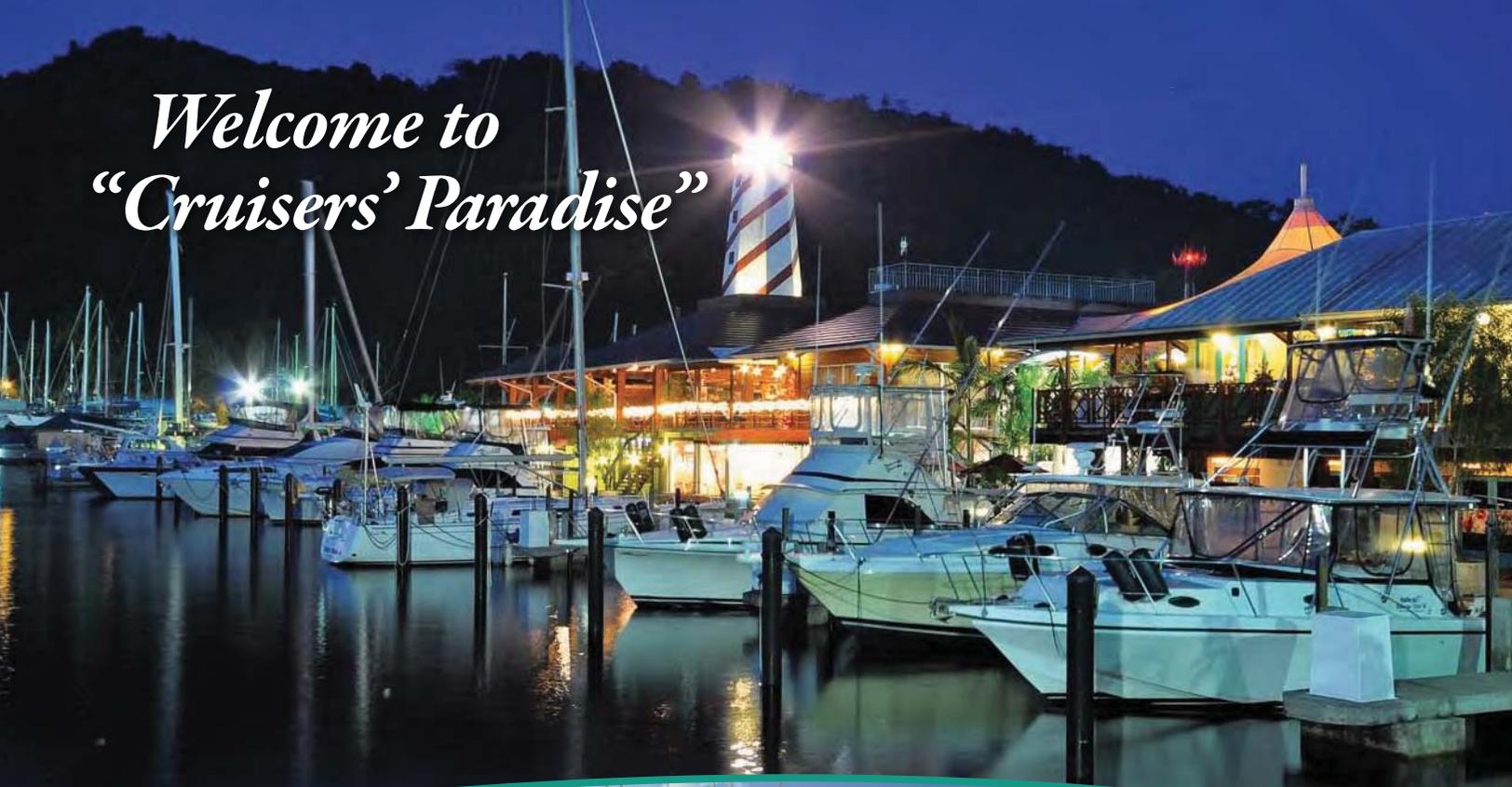
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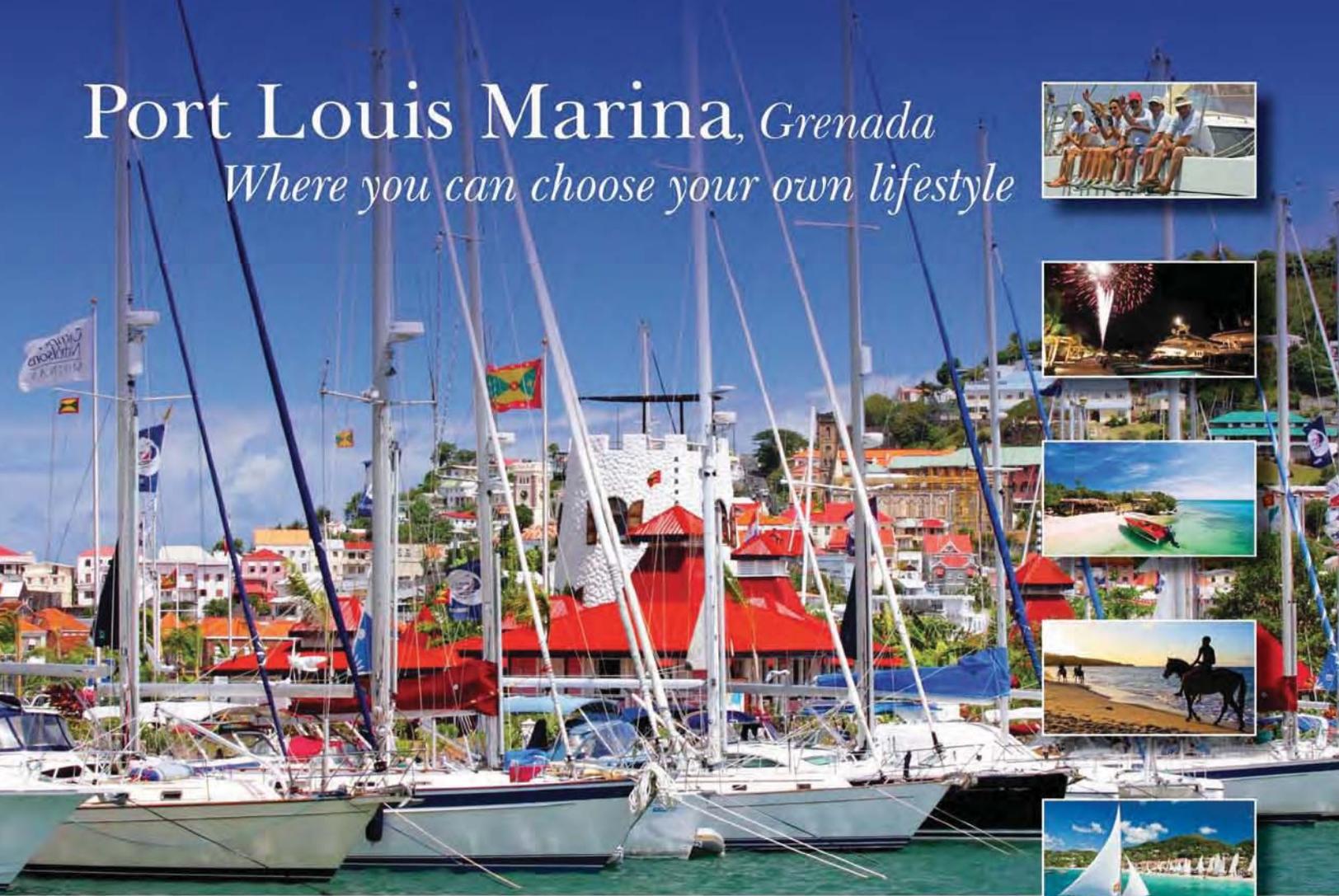


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Port Louis Marina, Grenada

Where you can choose your own lifestyle



Located safely under the hurricane belt at 12° north, and at the gateway to the Grenadines, the 'Spice Island' of Grenada is fast becoming the summer Caribbean destination for yacht owners.

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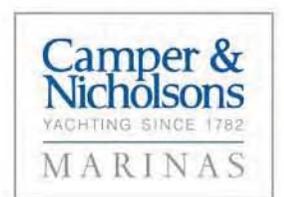
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80	\$1.75	\$1.58	\$0.79	\$25,565
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IT'S SUPERSTITION ... NO, IT'S TRADITION

Seafarers are a superstitious lot. I found this out when I earned my living on a fishing boat. My fishing partner was a superstitious freak. At times he made me laugh and at other times he scared me half to death.

One day, we were making our way down to the boat to pull our crab pots when he saw a priest, and that was that, he wouldn't go to sea that day. Another time we were walking along the shore in thick fog when I told him I could hear a bell out to sea. He stopped walking and grabbed my arm. "A bell," he said, "I don't hear it. What's it sound like?"

"It sounds like a bell on a sea-buoy," I said.

"There are no sea-buoys out there," he squeaked, "it means someone's going to die ..."

There was no fishing that day, either.

One argument we had (of many) was over the color we should paint the boat. I suggested dark green. I thought my partner was going to hit me. "Dark green is the most unlucky color on a boat," he bawled.

"What about the New England fishing boats?" Lots of them are dark green," I protested.

"Idiots," he replied.

Things came to a head when I went sailing with him. We were taking part in a race in the English Channel. I didn't know much about racing back then and I thought we were doing rather well. My fishing partner said our performance was abysmal, although those were not the words he used, and blamed our bad luck on the fact we had two women onboard. Shortly after this discussion, the wind died and we found ourselves becalmed.

My buddy called me to the foredeck out of earshot of the crew. He told me he knew how to evoke the wind, and I thought he was going to suggest we throw the women overboard. But it was worse than that, he asked me for money.

I'm a Yorkshire man and very careful with my cash, but I thought I had better humor him.

I pulled my wallet out of my pocket and he produced a shilling out of his. I had no change but his eyes lit up when he saw a ten pound note hanging out of my billfold. Without asking, he grabbed the note and before I could stop him, wrapped it around the shilling and threw it as far into the sea as he could.

"What the ..." I sputtered.

"Buying wind from the direction I tossed the cash," he said. I went below to sulk.

Fifteen minutes later the wind came up, ten pounds one



PHOTO: NOAA

shilling's worth, strong, steady and from the right direction. We went on to win our class and there was much talk at the yacht club about how we were the only yacht that found wind.

My fishing partner later married one of the girls on the crew and went off to live in Maine. The last I heard he had bought a lobster boat and 30 gallons of paint.

Twenty-five years ago this month Teddy Seymour returned to the island of St. Croix thus becoming the first African-American man to sail solo around the world (page 55). It's also about 25 years ago that I first washed up in the islands. Back then you rarely saw Caribbean people out on the water. And even today there are nowhere near enough islanders involved in yachting. It is changing as more local youngsters take up the sport of sailing and follow careers in the marine industry. For years yachting in the islands was looked on as being rather exclusive and we honor sailors like Teddy Seymour for showing the way. 

Gary E. Brown,
Editor





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COVER SHOT: International Rolex Regatta | Photo: Dean Barnes



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CARIBBEAN**

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WHERE IN THE WORLD?

CONGRATULATIONS, YAZ, LEO, LARA & ORLANDO, AND THANKS FOR READING *ALL AT SEA*!



Hi *All At Sea* Team!

The crew of *S/Y Selah* finally made it all the way to Aotearoa, also known as New Zealand, and we had a baby on the way, too! We are now in Whangarei and getting ready for our next leg to Fiji. We dearly hope you will publish our picture for all the friends we left behind in the Caribbean.

Mo' Love and mo' Fire!
Yaz, Leo, Lara and Orlando

Congratulations on the arrival of your new baby and thanks for reading All At Sea!

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ISLAND EVENTS & INTERESTS

ALL AT SEA'S
CARIBBEAN COVERAGE



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The BoRinquen Islands
Sailing Association



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Marie-Galante

Dominica

Martinique

St. Lucia

Barbados

St. Vincent & The Grenadines

Bequia

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Another Title for Odile
Van Aanholt

Bonaire

CARIBBEAN NEWS

A BRIEF LOOK INTO THE HAPPENINGS OF OUR WORLD



New airline service between Bimini and Fort Lauderdale

Yachts cruising as far north as Bimini in the Bahamas can now hop across the Gulf Stream to Fort Lauderdale by air thanks to Tropic Ocean Airways. Florida's only seaplane airline now offers twice-weekly flights from the island to Fort Lauderdale International Airport. The service could prove useful for boats changing crew, people heading to Bimini to fish, or skippers needing parts flown in from the US.

One of the first to use the new service was writer John Hemingway, grandson of Ernest Hemingway, who was on his way to the Big Game Club in Bimini, where he stayed while gathering information for an upcoming feature story in *Showboats International*.

For info, visit: <http://flytropic.com>

Strong support for sailing from Sol at 41st BVI Spring Regatta

TORTOLA, BRITISH VIRGIN ISLANDS – Hosted by Sol at the Regatta Village, Nanny Cay, junior sailors of the Royal BVI Yacht Club (RBVIYC) raised \$4000 through raffle ticket sales during the 41st BVI Spring Regatta and Sailing Festival (BVISR) held March 26th – April 1st. The raffle is the

largest annual fundraising effort undertaken by the club's junior sailors and proceeds of the ticket sales will be used to purchase equipment for the youth sailing program.

"This is the second year that we have hosted the RBVIYC at our tent," said Deborah Benjamin, country manager for Sol. "The youth sailing program is going from strength to strength and as a perennial supporter of the RBVIYC, we are happy to be contributing in practical ways to the progress of the territory's young sailors as well as providing financial assistance."

Port Louis Marina's Summer Rates Special

Grenada – Port Louis Marina experienced their busiest summer yet in 2011 and they are looking forward to repeating and improving upon its success this coming season with their highly competitive 'low season' rates. Camper & Nicholsons' Caribbean flagship marina in Grenada is open year round with summer rates valid from June to November. Yachts over 100ft are asked to contact the marina for a personalized quote. Catamarans are charged at 1.25 the standard mono-hull rate. All berths offer water, electricity, broadband internet, pump-out and cable TV (charges may apply).

For information, contact: reservations@cnportlouismarina.com or phone +1 473 435 7432.

Club Nautico De San Juan's 59th International Billfish Tournament

International anglers are marking their calendars for September 23rd – 30th. These incredibly productive marlin fishing dates are when Club Nautico de San Juan hosts its 59th International Billfish Tournament (IBT). Anglers need not bring boats or pack tackle. Visiting anglers are treated to a VIP spot on one of the Club's 'Armada' of over forty, 50ft and above, fully-equipped air-conditioned sport fishing yachts. This is just one welcoming feature that has long made the IBT a 'must do' tournament for the world's top anglers.

"International anglers receive VIP treatment at our tournament," says Chairman Miguel Donato. "Anglers simply need to arrive to the Club each morning, enjoy a complimentary breakfast; head out to their assigned yacht for the day's fishing and return to the nightly parties. International anglers have the opportunity to rotate to a different boat in the fleet each day, offering a great chance for camaraderie as well as fantastic fishing!"

For information, email: chairman@sanjuaninternational.com or visit: www.sanjuaninternational.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.

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CARIBBEAN RADIO AND AUDIO LOWLIFES

BY CAP'N FATTY GOODLANDER



Cap'n Fatty and the editor in the Island 92 studio – A sunny place for shady people

Many things have changed in the Caribbean since I first tacked into these gin-clear waters in the '70s—but one thing has remained constant: the Caribbean is still a sunny place for shady people. The marine community of the Lesser Antilles is primarily (if not exclusively) composed of maladjusted maritime misfits, wonderful waterfront wackos, and colorful Caribbean characters.

Actually, that's putting too good a spin on it—like I'm writing PR copy for the Rotary or something.

Let's put it another way. There was a normal person here once—but we deported him. (I forget the official charge: lack of drugs, failure to drink, or *something* socially frowned upon.)

So it is hard, at this low level of criteria, to select any particular cultural culprit for special condemnation. But, hey, since I'm a professional journalist I will eagerly rush in where wise men fear to tread.

There are certain people who, audio-wise, sound like they are wise, sincere, and honest—despite all evidence to the contrary. If these people are attractive, they usually become gigolos or television personalities. If they are unattractive, if they have a tendency to pick their nose, and/or if they have personal hygiene issues—they drift toward radio.

That's how I got involved with Radio One WWVI. I fit into all three categories—and then some. (The good news: I break wind silently. The bad news: this often empties small, confined, airless broadcast studios.)

... hey, I'm just saying. Flatulence is a real issue in the audio world. (I'm sure Ed Morrow, Paul Harvey, and such legendary anchormen as Walter Cronkite bowel-trained themselves on 'stealth' mode.)

Or, to rephrase it, thank gosh technology hasn't progressed to radios with olfactory capabilities. Many of the more ripe radio personalities would have to resign immediately.

Anyway, Nicky Russell (aka Mighty Whitey) was my first radio role model. He was a morning DJ at WVWI on St. Thomas—and one of the most outrageous, lit-up, free-wheeling men I've ever met. Oh, things were different back in the '80s. It was almost impossible to get fired for on-air drunkenness back then—primarily because everyone else in the studio (including the owner) was completely pie-eyed by noon.

Nicky ran on many different types of heavy fuel. He'd often say stuff like, "... I'll sleep on Wednesday night," on Monday morning.

I'd party with him at Bottom's Up (at Independent Boat Yard on St. Thomas) until sunrise, and then crash—while he showered, 'coffee-ed up', and then flawlessly did his popular 6 to 10am prime drive-time morning show.

The man was an animal—in the best sense of the word.

Jim Pettigrew was another 'radio dude' I learned from. We sailed together on the infamous *Stormy Weather* during many Antigua Sailing Weeks. Together, we also wrote scripts for the David Sanborn Jazz Hour on CBS radio.

A typical snippet went like this: "I'm David Sanborn, and you're listening to the David Sanborn Hour!" If we didn't specify, David would get confused on such technical details as ... well, his name, for instance.

Once I realized that radio was a goofy medium-without-content—I knew I'd rise to the top with the cream.

My *Radio One's Marine Report with Cap'n Fatty Goodlander* was a fixture on the airwaves of the Lesser Antilles for over 17 bizarre years.

Once, I was nearly fired for 'audio urination' during a mock, on-air USCG 'random drug' test.

Another time I took a sip of my microphone and thrust the neck of my Hennie bottle in the startled face of Governor Alexander Farrelly.

Yes, covering carnival 'live' in the VI is different than, say, covering Macy's Thanksgiving Day Parade in NYC.

"Here comes a mocko-jumbie with *three* legs," I calmly reported as a fella strolled by playing not with an instrument ... and not to the crowd ... just playing, well, with himself.

I've always had a problem remembering people's names—so, just before we'd 'go live' on air, I'd take out my pen to write up name tags, and (cleverly, cleverly—since I had no idea of the name of the guest I'd just flattered into showing up) say, "... and how do you spell your name?"

One fella said, "I spell my name B-O-B, Fatty. How do you spell Bob?"

Smart ass.

One of my guests had an anxiety attack within seconds of opening her mouth. She slid to the floor with a look of horrified amazement on her bloated face, turned around, and



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slowly crawled out of the studio ... as if the radio listeners would not be able to see her if she was on all-fours. Strange.

I covered the Rolex and Hennie Regattas 'live, on-the-water' for many years—which is far more difficult than, say, reporting on paint drying or grass growing.

... my first 'live' telephone call-in was from an addled West Indian fellow who belligerently demanded to know what my position on "... homosexual postal inspectors" was.

I remember my air-time with Bulldog of Sint Maarten with great fondness. I'd do four hours at a stretch with him—trying to teach him his port from his starboard hand—all to no avail, of course.

... when it came to playing dumb, well, Bulldog was a natural.

Damn, that dude was believable!

... convinced everyone.

... even his wife and child.

All of which led me to NPR—and a summer series of 'sea gypsy' reports on The Weekend Edition.

I'll never forget getting a call from Lianne Hansen that began with, "...the good news, Fatty, is that not all of our 20 million listeners called in to complain about your latest Sea Gypsy segment ... only a million or two, actually."

My National Public Radio career was over long before most listeners realized I was attempting to be funny.

"... could have fooled me," was the gloomy consensus.

"... those were not 'driveway moments,'" I was briskly informed when I got the pink slip.

Of course, in order to sail around the world, I had to get someone to take over my long-running WWI St. Thomas show, someone whose gullibility was only exceeded by their loyalty. Thus I invited St. Thomas Yacht Club racer Wally Boswick on the show, and said, "... fill in while I take a leak."

When I returned five years later from my first circumnavigation, he was still at it—bless his faithful heart.

Which brings us to Gary Brown and his Drive Live program on Island 92, 91.9fm Sint Maarten.

Gary is my kind of guy—a novelist, a transatlantic sailor, and a starving journalist so hard up for cash that he works for this fish-wrapper as well.

I love how he's succeeded in radio despite his weird accent—actually, he claims to be speaking some variant of English!

We've done dozens of interviews together over the decades—switching host/guest roles at random.

Recently—on Wednesday April 18th—we sat down in the plush studios (well, if you consider coffin-sized sound-proof rooms plush) of Island 92 for a lazy half hour of 'pro-yakking'.

The interview went something like, "Would you care to flog your book?"

"Certainly, but only if you'll flog yours too!"

Professional writers are like this. Of course, Gary and I couldn't gam long—this being primarily a dirt-dweller's music show, and all.

"Tell us about the last 52 years of living aboard," Gary would ask, and I'd say, 'Well, Gary ...' and he'd interrupt with, "... excellent! AND NOW, A MESSAGE FROM OUR SPONSOR!"

I understand. I like Heavy Metal too. And I also don't want the phone lines lit up by pissed-off ex-hippies complaining they don't have a loud, bass-driven soundtrack to commit suicide to ... "and who is this Cap'n Flabby guy, anyway?"

Of course, we writers have to be media whores if we want to sell books. And, it is gratifying to get feedback. The day after I did the Sint Maarten show with Gary—I just happened to be pushing an old crippled lady in the Simpson Bay Lagoon with my oar as we fought for an open dinghy slot at the Budget Marine dock—a Fat Head* groupie (*the name of my small-and-shrinking fan club) approached and said, "Hey, dude! I just heard you on the radio ... on Gary's show! That's cool, mon. I mean, I've never met anyone who has, you know, been circumcised twice!"

It is hearing-impaired lubbers like that who make me want to sail around the world for a third time!

But you have to be careful while on-the-air in a radio studio. Loose lips sink ships. It is easy to be misunderstood.

For instance, once I was asked what I disliked about Americans, and I foolishly responded, "the white ones and the black ones."

Not PC. Nor smart. And who wants the honor of having both the KKK and the NAACP vying to lynch you—no matter how equal-opportunity that might be?

But what I really like best about Caribbean radio—and, well, the whole social fabric of the rain-bowed Caribbean for that matter—is its amazing social tolerance. It's a crazy, mixed up, polyglot place. Laughter is a universal language. So are smiles. We like to laugh: with others and at ourselves.

Which is why we're still, after all these years, a Sunny Place for Shady People.

Editor's note: Cap'n Fatty is currently experiencing 'post traumatic stress' syndrome from having yet another 'dream' boat deal slip through his fingers. Carolyn reports that he is making progress, and, hopefully, will soon be able to wear jackets without tied arms.

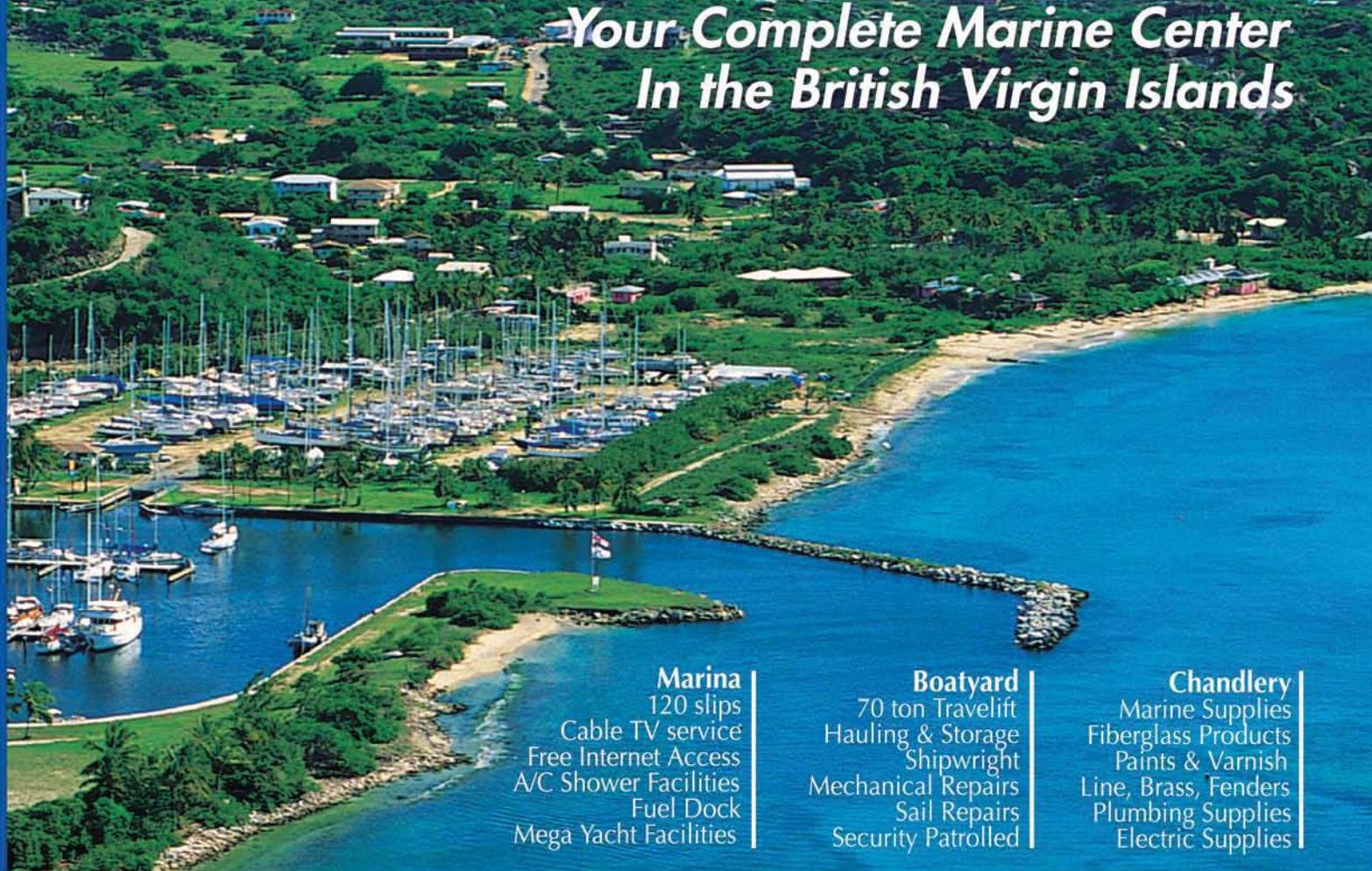


Cap'n Fatty Goodlander has lived aboard for 52 of his 60 years, and has circumnavigated twice. He is the author of Chasing the Horizon and numerous other marine books; his latest, Buy, Outfit, and Sail is out now. Visit: fattygoodlander.com



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SAILING WITH CHARLIE

CONCH

BY JULIAN PUTLEY
GRAPHICS BY HANNAH WELCH

“We’re going to have conch for dinner,” exclaimed the very independently-minded young guest. “Look, I’ve collected a pile over there on the beach.”

We were anchored on a 50ft monohull just a couple of hundred feet from the shore.

“Okay,” said Charlie, apprehensively, “you’ll need to clean them, slice them and tenderize them before you cook them.”

Charlie was not a fan of conch. In his opinion the taste was not enticing, the texture rubbery and the resulting conch fritters (the dish of choice by most tourists) were deep fried balls of dough with bits of conch mixed in. They were designed to stop your heart pumping.

The excited 16-year-old grabbed a bucket and some tools, jumped into the dinghy, and headed to the beach. After half an hour, Charlie glanced over to the sandy spot where the likely lad was now attempting to smash the conch into submission with a large rock. He was covered in bits of shell, various and sundry conch body parts and gelatinous dribbly bits. He stopped every few seconds to swat the ever increasing swarm of biting insects.

Charlie took pity on the hapless youth. He swam over to the beach, showed the intrepid food gatherer how to make a slit in the shell to cut the muscle to extract the doubtful gastropod and then instructed him how to remove the inedible bits and clean off the jelly that adheres to it like, well, *something* sticks to a blanket.

An hour later the youth arrived back at the boat covered in red blotches from insect bites. He was carrying several lumps of slimy, multi-colored meat covered in a combination of sand and mucous, “Mum,” he called out, “I’ve brought dinner.” He plunked it down on the counter and said, “Charlie, do you know which the edible sea urchins are? I saw a few over by the rocks. Perhaps we could try some for hors d’oeuvres.”

Charlie sighed inwardly but put on a brave face. “The edible ones are the white ones with short spines. There’s about a teaspoonful of yellow roe on the inside of the shell. You’ll need a bucketful for four people.”

“I heard it tastes like caviar. I’ll pick up plenty so that you can have the biggest portion.”

“Oh, the kid has a heart of gold,” thought Charlie with a groan, definitely a dangerous thing in a 16-year-old.



Another hour passed and then the dinghy approached and our valiant adventurer handed Charlie the bucket. It contained some orange substance floating in a mixture of dirty water, shell fragments and brownish shellfish intestines. Charlie had seen vomit look more appetizing. “Nice score,” he said to the smiling lad.

At 6pm Charlie announced to the family that he was going ashore to visit friends. “Don’t wait up,” he shouted as he sped away in the dinghy. It was much later when he returned after several libations. He entered the dimly lit main salon and found a plate of food waiting for him. There was even a half bottle of white wine sitting next to his plate. Although he was hungry he quietly went on deck and scraped the food over the side.

In the morning Mum asked, “How did you enjoy the coconut shrimp in curry sauce?”

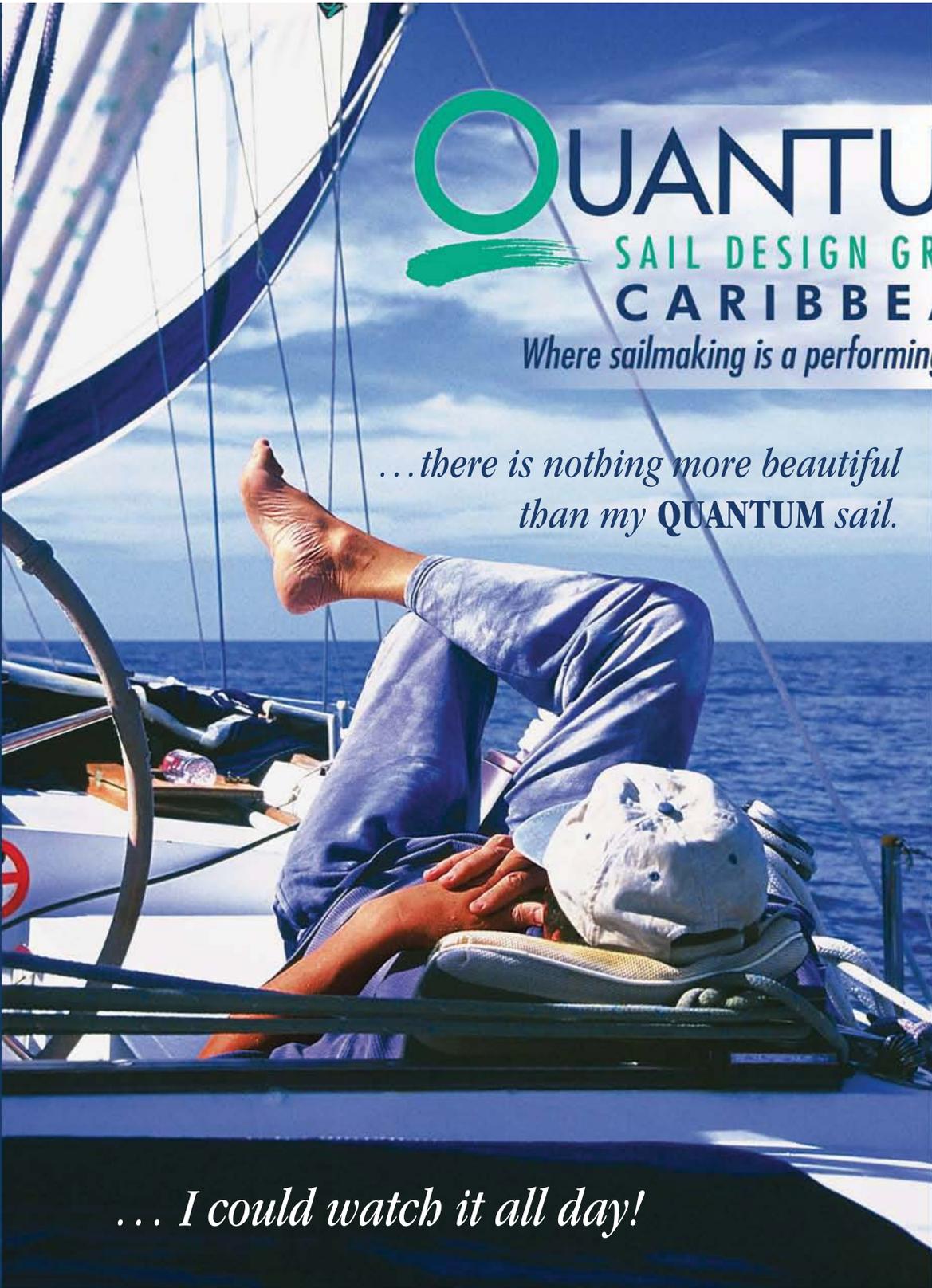
Charlie blinked for a moment, “Delicious,” he lied. “What happened to the conch?”

“Went over the side,” whispered Mum. “You didn’t think we’d eat that did you?”

Charlie was starving but the fish had eaten well that night. ☹

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

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VIRGIN ISLANDS' DOLPHIN TOURNAMENTS

LOTS OF GOOD EATING

BY CAROL M. BAREUTHER



Virgin Islands' Game Fishing Club Dolphin Derby Fishing Tournament Top Boat, *Fish Tales*, (from left): Howard French, Candace Petersen and Bob Petersen

The dolphin (mahi-mahi) were biting in Virgin Islands' waters this spring when St. Croix's Golden Hook Fishing Club (GHFC) ran its 13th annual Dolphin Tournament on March 31st and the Virgin Islands' Game Fishing Club hosted its Dolphin Derby Fishing Tournament, sponsored by Budget Car & Truck Rental, on April 22nd.

There were numerous fish on the horizon as the 11 boat St. Croix fleet cast off to fish, with the bite turning hot as the day progressed with nine boats ultimately bringing back a total of 21 dolphin to weigh in at Green Cay Marina. Largest by far was the 52.8lb dolphin landed by angler Bill Flynn aboard the boat, *Maragata*. This whopper was just 1.2lb shy

of the GHFC dolphin record of 54lb.

Weigh-in was definitely the most exciting part of the day for the teams aboard *C-Hunter*, a 55ft Hatteras captained by Festus Pemberton, and *Living the Dream*, a 65ft Hatteras with Austin Schneider at the helm.

"We ran southeast and found a school of dolphin every time we saw birds," says *C-Hunter's* Pemberton. "We ended up with four nice sized mahi for the day."

"Meanwhile", says *Living the Dream's* Schneider, "we headed Northeast of Buck Island and followed the birds. We lost the first fish, about a 30lb bull, but we caught five for the day. We were the second last boat coming in. When

we heard that Festus has four and we had five, we started to get excited."

Ultimately, *C-Hunter* won the Best Boat prize by just one ounce!

"It's really exciting when it's that close," conceded Schneider, whose *Living the Dream* earned the second Best Boat award.

The team on *Two Fer Sure* followed in third place.

Over on St. Thomas, the 11-boat tournament fleet reeled in a total of 317.2lb of dolphin.

The Best Boat award went to Bob Petersen's 27ft *Monza, Fish Tales*, with 21 dolphin weighing collectively 120.3lb.

"We fished a weed line that ran for about four miles straight north of Christiansted," says *Fish Tales'* Petersen. "We worked that line from about 9am to around 1:30pm. That's where we caught all of our fish."

Fish Tales' 15-year-old angler Candace Petersen won the Best Female award by reeling in 62.7lb of fish.

In angler awards, the catch of a 15.9lb dolphin earned angler Joseph Lee the top prize. Fishing aboard the 32ft *Phoenix, Southern Belle*, Lee caught his winning fish just after 8am, while trolling the South Drop. "I knew it was a decent size fish," says Lee. "We saw it jump a couple of times right behind the boat."

It was 12-year-old angler Joshua Laplace fishing aboard the 24ft *Rampage, Anger Management*, who reeled in the second largest dolphin, at 13.5lb, while his father, Danny Laplace, caught the third largest dolphin, a 12.1-pounder.

Cash prizes were awarded to anglers catching the ten largest dolphin. Bob Petersen, on *Fish Tales*, caught the fourth largest dolphin, a 10.8-pounder, and sixth largest, a 10.6-pounder; Danny Laplace reeled in the fifth largest dolphin off *Anger Management*, a 10.7-pounder; Michael Weeks, on *Southern Belle*, caught the seventh largest, a 10.6-pounder; Joshua Laplace on *Anger Management* reeled in the eighth largest dolphin weighing 9.9lb, while Al Southworth, on *Islander*, caught the ninth biggest dolphin, at 9.6lb. There was a tie for tenth place between *Islander's* Sam Druckman and *Fish Tales'* Howard French, who both caught 9lb dolphin. Yet Druckman's fish measured longer at 80.4 centimeters compared to French's fish at 78.5 centimeters.

The VIGFC's next event is the 49th Annual July Open Billfish Tournament, June 30th to July 2nd. For information, visit www.vigfc.com

The GHFC's next tournament is the Guy/Gal Reel Challenge, September 29th to 30th. For information, visit: www.fishstx.com

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

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RAFT AN-TIKI COMPLETES VOYAGE

CANARIES ISLANDS – SINT MAARTEN – ELEUTHERA

BY GARY E. BROWN



PHOTO: OCEANMEDIA

An-Tiki drops the tow and heads north from St. Maarten

In June 2011 All At Sea published a remarkable front cover: an aerial shot of the ocean-going raft *An-Tiki* as she approached St. Maarten after a 2000 mile voyage from the Canary Islands. The raft's arrival caused a media storm.

In April, *An-Tiki* left Sint Maarten to continue her voyage to Eleuthera in the Bahamas. I was onboard the boat that towed the raft out to sea and watched as the crew of adventurers, led by 86-year-old Anthony Smith, hoisted the single square-sail and sailed off to the north.

People have asked why *An-Tiki's* arrival in St. Maarten generated such world-wide media attention. Well, here was a crew taking on the mighty Atlantic in a frail-looking craft. They were using the voyage to draw attention to the water crisis facing much of the Third World and to raise funds for the charity WaterAid. As if that wasn't enough, the crew was led by a slightly eccentric octogenarian who, like Antarctic explorer Sir Ernest Shackleton, found a crew to sail with him by placing an ad in a newspaper.

Once the fuss surrounding the raft's arrival died down, Smith and his crew dispersed and *An-Tiki* spent a year in the Simpson Bay Lagoon. On his return—with a new and

untried crew—Smith found the raft in good condition, although there was some work to be done. Members of the St. Maarten business community rallied to the cause. *An-Tiki* was hauled out by the Krause Sea Lift at St. Maarten Shipyard for maintenance and repairs. Haul out and repairs were donated by the yard along with free dockage, water and electricity etc., up to the day of departure.

While the raft was in the yard, David Hildred, her skipper from the Atlantic voyage, flew in from Tortola. He inspected the raft and pronounced her fit for sea. During the same week, Budget Marine presented Smith with a 40hp outboard motor in honor of his 86th birthday. The outboard would be an additional safeguard when the raft approached the rocks and cays of The Bahamas.

The raft's navigation and communications equipment was serviced and upgraded and on Thursday April 5th, the night before departure, *An-Tiki* was tied to the dock at the St. Maarten Yacht Club where they held a farewell party and the raft went on display to the public.

The crew joining Smith for the voyage to Eleuthera was very different to the one that crossed the Atlantic. On the

raft were Brazilian sailor and photographer Bruno Sellmer, and husband and wife Leigh and Nigel Gallaher, from Boston. Also crewing was camerawoman Alison Porteous, a friend of Smith's for over 30-years.

Porteous, who owns and operates a hotel on Bulago Island in Lake Victoria, Uganda, spent many years as a camerawoman filming the wars in Africa. Filming the raft from the towboat, I asked Porteous if she was worried about the voyage.

"No," she replied, "I don't have a problem with fear. Anthony invited me by E-mail and I replied 'yes, yes, I'll be there'. I love filming and I feel this is a nice return to that old career."

Porteous says she is also writing a novel based on her experiences on the raft.

Nigel Gallaher was rather more apprehensive yet claimed he and his wife were looking forward to the challenge. "We think the voyage is potentially dangerous but we are getting older and how often does one have a chance like this. This is an opportunity we cannot possibly pass up," he said.

For Smith, the voyage is more than an adventure. Smith is the author of over 30 books, including 'Survived', in which he wrote a vivid account of two sailors who survived 70 days at sea in a jolly boat (life boat) after their merchant ship was torpedoed in 1940. The two sailors eventually landed on a beach on the island of Eleuthera—An-Tiki's destination.

Editor's note: As the magazine went to press, An-Tiki had landed in Eleuthera. Look for the final chapter of this remarkable story in the July edition of All At Sea. ☺

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. To find out more, visit: garyebrown.net



Captain Anthony Smith — happy to be back at sea

PHOTO: OCEANMEDIA

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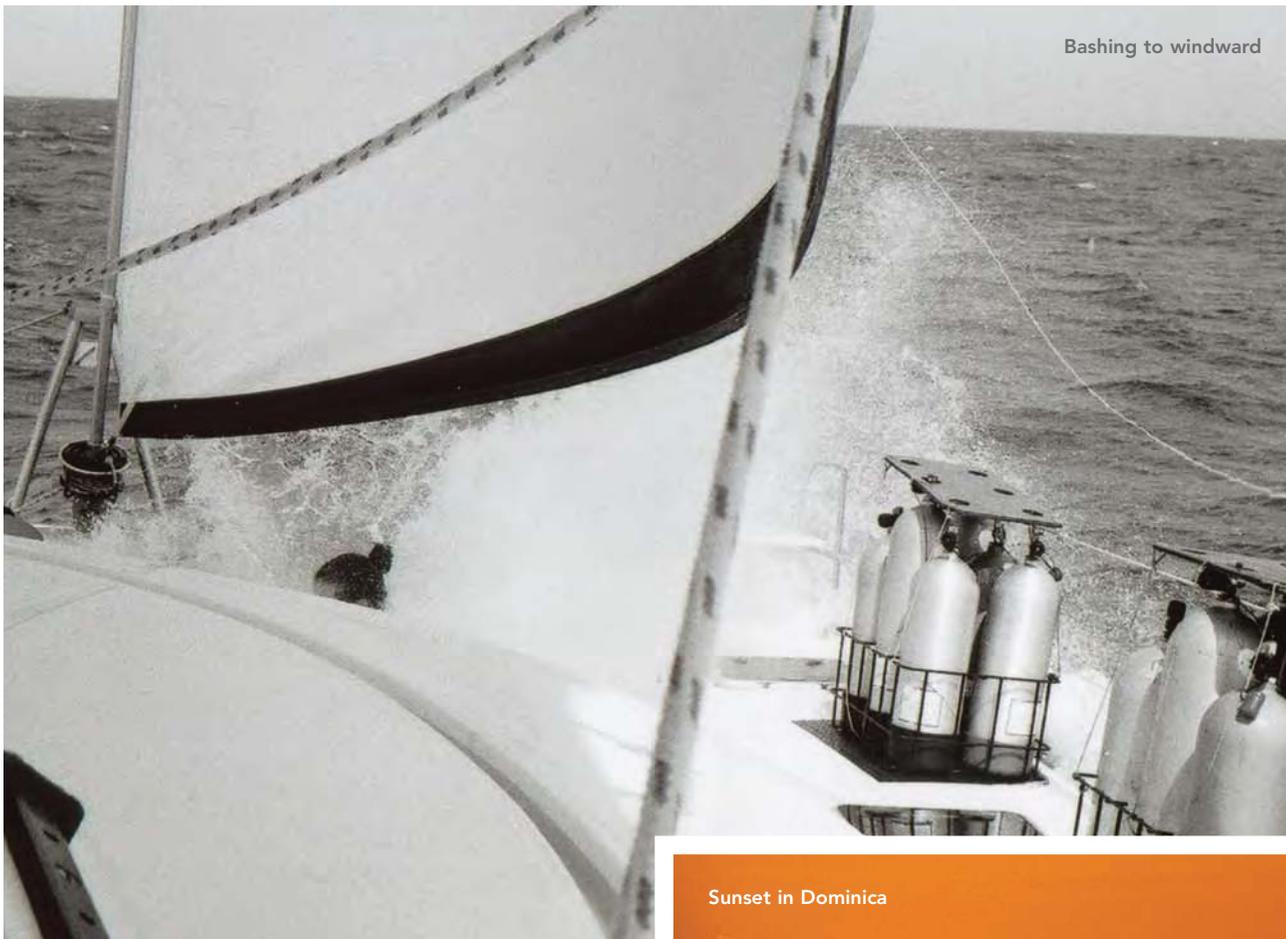


PHOTO: ANDY SCHELL

The dangers on the weather side of Martinique never bothered Donald Street. Before charts were drawn—and while he was drawing them—Street navigated and explored the windward coast of the French island in his engineless yawl *lolaire*.

With Street in mind and *lolaire's* namesake charts on the navigation table, I set out from Roseau, Dominica, with friend Shanon Richards and her parents aboard the 44ft Lagoon catamaran *Cajou II*.

My intention was not to explore inside the windward reefs, as Street recommends, but rather to sail past the island, keeping in the trades and out of the wind shadow. Shanon's parents were non-sailors and I did not intend to give them a motorboat ride.

The trades were far enough north of east to allow us to lay a course clear to windward of Basse Pointe and sneak out into the Martinique channel without tacking.



PHOTO: MARIA KARLSSON

By nature I am a monohull sailor, but over the course of three months I'd learned to coax some enjoyable sailing out of what amounted to me as nothing more than a stable SCUBA diving platform (and for which it was most often used that year). Shanon and I took turns at the watch. Her father remained awake for the duration, excited, and fortified with a cooler of Kubili. Close-hauled, we made nine knots.

Offshore and sailing south fast, the Phare de la Caravelle flashing intermittently behind the jib, we eased sheets and fell onto a beam reach in boisterous seas.

On that moonless night, the stars above were brighter than the scattered lights of civilization on the island. *Cajou II* crashed and slammed, shuddering when each crest exploded into the bridgedeck and losing her balance as the waves lifted first one hull and then the other. We were pushing twelve knots. The hissing wake sang in concert with the buzzing inside my head from a large pot of coffee. I spent my watches staring at the streaming wake disappearing into the blackness beyond the range of the stern light. An endless pattern of light and sound, never repeating itself, invoking a kind of runner's high, the sort of feeling that no drug or taste of alcohol could ever replicate, one which you understand and welcome as *it happens*, an in-the-moment über-consciousness only possible through a combination of natural beauty, deafening silence, lack of sleep and a dark night with no horizons.

Once comfortably south, we turned west and jibed, angling as close to the reef as we dared in the dark, avoiding the shallows surrounding Ilet Cabrits. Overnight *Cajou II* had sailed too fast, and we were early, arriving off Grand Anse des la Salines before the dawn, bounding down wind and wave. We dropped all sail in the lee of Anse Caritan and maneuvered under power in the snaking channel, dropping the hook south of Boulevard Allegre and cracking a beer to await the dawn.

As the sun slowly illuminated the east side of the island I was shocked at the number of boats we shared the harbor with, and at the intricacies of the entrance channel, which, had I known better, I might not have attempted in the dark.

Shanon's mom and dad returned to their home in Dominica on the ferry the next day, and we boarded another cat that we delivered north back to St. Martin 24-hours later. Again we went to windward, and were rewarded with the Trades and the starry night, attempting to return to that ephemeral moment once more. 

Andy Schell is a professional sailor and the editor of All at Sea SOUTHEAST and Yacht Essentials Portbook. Contact: fathersonsailing.com.



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BVI SPRING REGATTA & SAILING FESTIVAL

THE 41ST PROVES ITS REPUTATION FOR GREAT RACING

STORY BY CAROL M. BAREUTHER
PHOTOS BY DEAN BARNES



Racing hard towards the mark





Moko Jumbies on the beach at the BVISR Village



Puerto Rico's Jaime Torres and his Beneteau First 40 *Smile and Wave* in the center of the pack

Round-the-buoy and round-the-islands, long races and short, the 41st BVI Spring Regatta & Sailing Festival offered something for everyone and solidified its reputation as one of the Caribbean regattas with the best racing. That's no mean feat considering that this year's three-day main event BVI Spring Regatta (BVISR) boasted 90 yachts in 12 classes. Yachts ranged in size from IC24s to an 80ft Maxi, monohulls and multihulls, plus racing, cruising and bareboat classes.

"The BVI Spring Regatta was even more important to us this year because two other regattas we always race in were canceled," says St. Thomas' Paul Davis, who drives his J/27, *Magnificent 7*, referring to the cancellation of both the St. Croix International Regatta and Puerto Rico Heineken Regatta. "But I'll tell you, to bullet in a 13-boat class was pretty spectacular. We did that on the second day in spite of blowing our number one chute to shreds on the downwind and having to do a 360 because of a near collision with *Otra Kosa*. In spite of that, we won by 50 seconds in a four-hour race. We like windward-leewards, but course racing is awesome"

The mix of yacht makes and models competing this year meant that some favored windward-leeward courses while others excelled in courses with lots of reaching legs. It's a problem the race committee handled astutely by offering both a combination as well as several races. In fact, the racing classes finished between seven and nine races for the regatta – and there were 14 run for the one-design IC-24 Class.

"We sailed six windward-leeward races the first day," says St. Maarten's Frits Bus, class winner on *Coors Light*. "While I prefer windward-leewards, we had a lot of fun course racing to the *Willy T* on the second day. It's a tradition in the class that I hope continues."

St. Croix's Stan Joines, sharing driving duties with Tony Sanpere at the helm of his J/35, *Cayennita Grande*, also enjoyed the round-the-islands type of racing. "It's great to sail by the bluffs, play the headwinds, slide off the swell and feel the spray in your face," says Joines. "Nothing stays the same in course racing because of how the wind and currents bend around the islands. It takes a lot of team work to win and for my students who were crewing, it teaches meteorology, oceanography, geography, and, because we won, what the taste of success feels like!"

Those helming the sleek racing machines as well as the bareboats reveled in the inter-island racing. Trinidad's Peter Peake, helming his Reichel Pugh 37, *Slippery*, says "the race over to Sandy Cay on the second day was spectacular." Meanwhile, fellow Trinidadian sailor, Peter Bailee, who left his Henderson 35, *Enzyme*, at home and jumped aboard a Moorings 515 bareboat, dubbed *Sexy and We Know It*, with



Guiding the spinnaker down the hatch for a rapid repack

friends, also had a blast racing around the islands. "It was certainly a lot simpler for me as the tactician," says Bailee. "That meant I could sit on the rail and enjoy."

Perhaps the class that best showed the competitiveness of a mix of courses among hot racing teams was Spinnaker Racing Class 3. There was a battle royal to the finish between Puerto Rico's Jaime Torres and his Beneteau First 40, *Smile and Wave*, and the USA's Richard Wessland's J/120, *El Ocaso*. On the last day of racing, conditions were lighter and shiftier than usual in the Sir Frances Drake Channel. The race committee ran three short windward-leeward races for Class 3, a set-up in which *Smile and Wave* reveled. "We finally had the kind of grand prix courses that our crew enjoys the most," says *Smile and Wave*'s mainsheet trimmer, Alan Block. "With tons of action, highly tactical legs, and just as much thinking as there was doing, we couldn't

have asked for a better day."

The final race also showed that the asymmetric spinnaker boats like the winning *El Ocaso* were plenty competitive on the conventional race courses, and not just the less tactical reaching-specific races. "All week the racing was tight between *El Ocaso* and us, and they caught us in the final race by reaching up to a nice wind line and riding it down to the finish," says *Smile and Wave*'s Torres. "The bottom line, though, is that we're in the beautiful British Virgin Islands, racing sailboats, in ideal conditions. That's definitely better than a day at work."

For full results, visit: www.bvispringregatta.com



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

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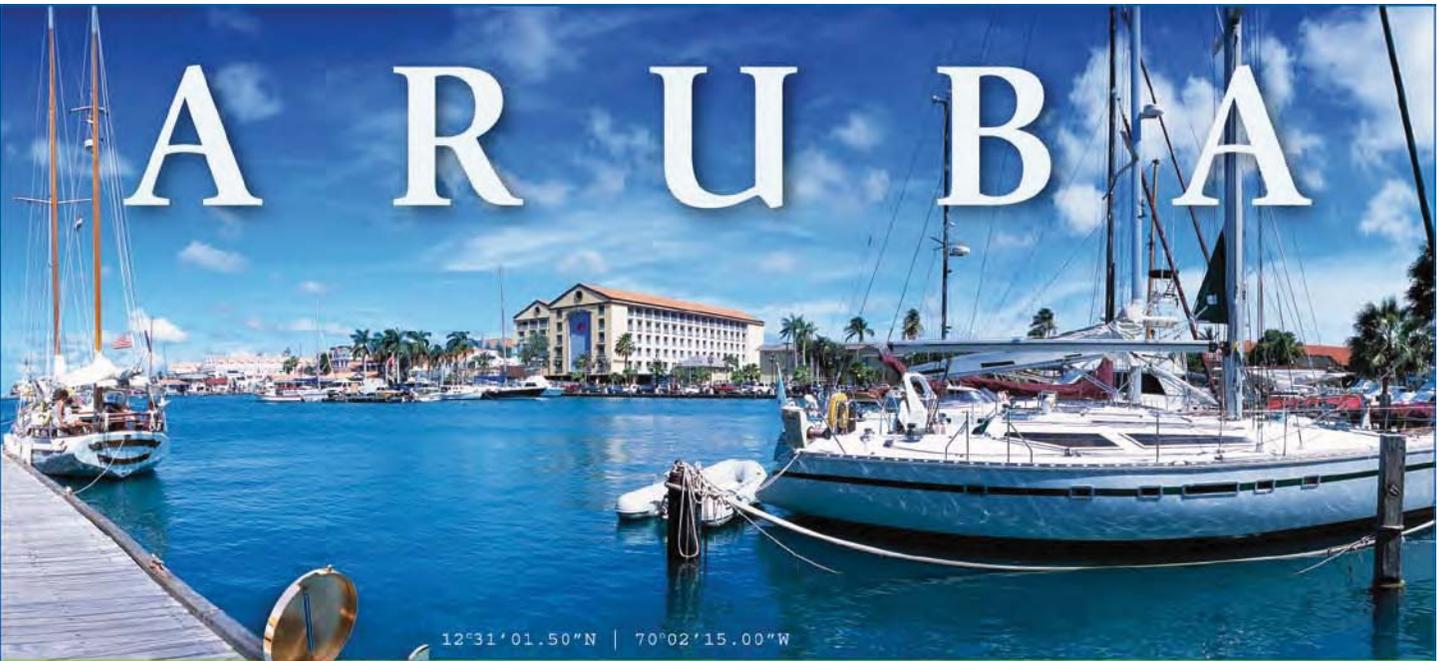


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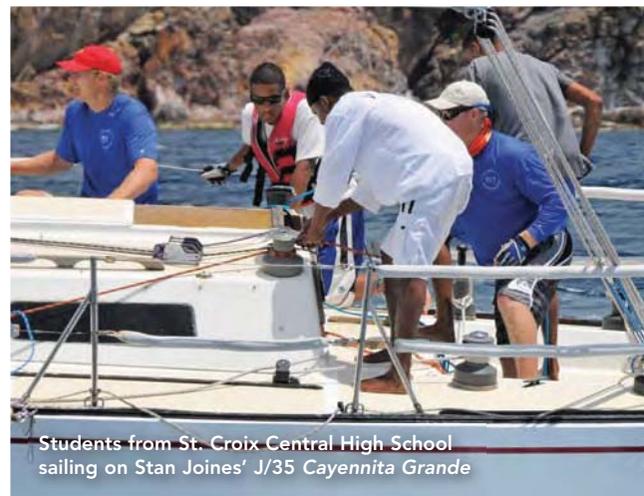
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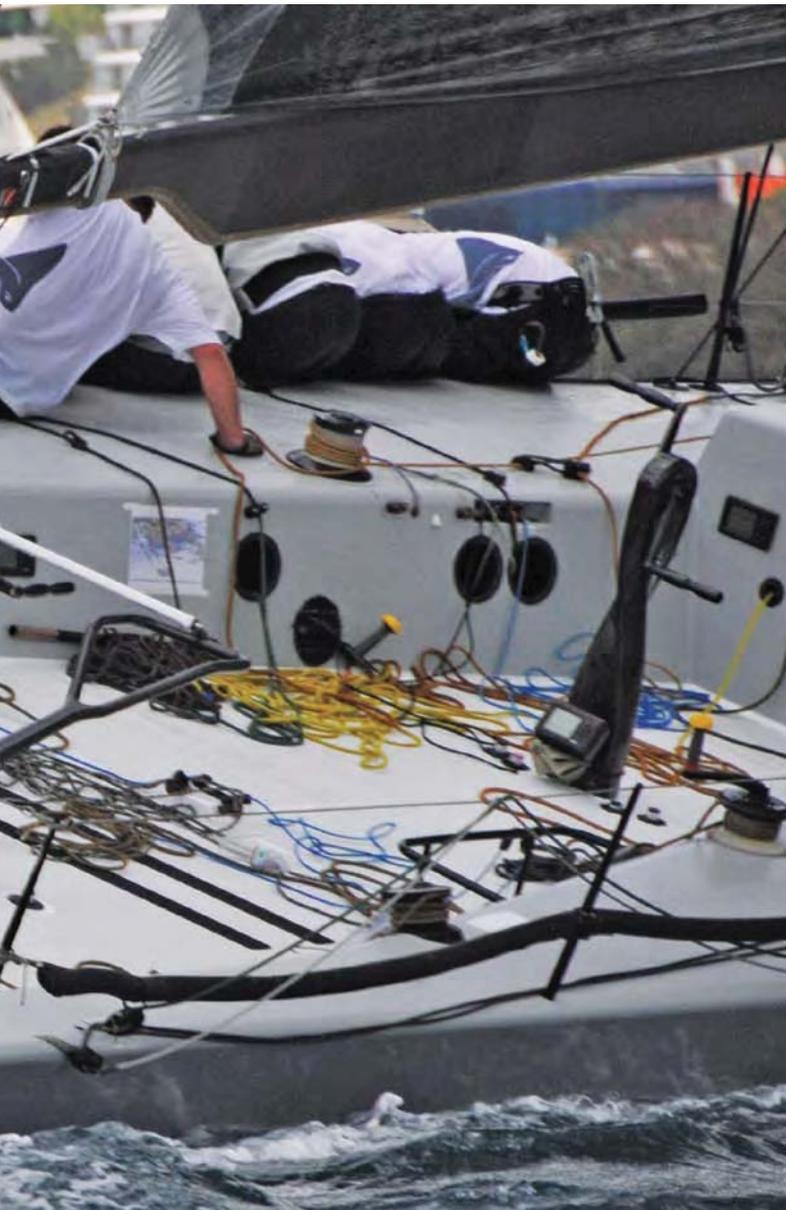
Cayman Islands' Peter Cunningham's TP 52 PowerPlay, winner of the IRC Class, cruises into the Charlotte Amalie Harbor



St. Thomas' Paul Stoken on his Hobie 16 Island Sol is dwarfed by 40 Degrees



Students from St. Croix Central High School sailing on Stan Joines' J/35 Cayennita Grande



THIRTY-NINTH INTERNATIONAL ROLEX REGATTA

AN ABUNDANCE OF YACHTING

REPORT BY CAROL M. BAREUTHER
PHOTOS BY DEAN BARNES

Sixty two yachts, everything from a Hobie 16 to an Andrews 72, raced in the 39th International Rolex Regatta (IRR), out of the St. Thomas Yacht Club, March 23rd – 25th. This breadth and depth of fleet is what makes the IRR one-of-a-kind. It's one of only two Caribbean regattas to boast an IRC-rated class, welcome participants from as far away as Monaco and Russia, include a strong beach cat class, invite all-girls' teams to race, and accept crews ranging from winning America's Cup helmsmen to inexperienced high-schoolers.

A world-class fleet of nine IRC-rated yachts competed this year.

The high point was a win by the Cayman Islands' Peter Cunningham's TP 52, *PowerPlay*.

The low point was the first day's dismasting of Monaco's Lord Irvine Laidlaw's Reichel-Pugh 52, *Highland Fling XII*. "It was very sad and unfortunate," says St. Thomas' America's Cup sailor and *Highland Fling's* tactician, Peter Holmberg. He added, "We were super excited for this event."

The mast came crashing down minutes into the first race just before the first mark when the crew furled the big reaching jib. While dropping it, the jib got caught up in the rig, breaking the lower spreader and causing the mast to fall over, taking the boat out of the regatta and the season.

Another key player this year was Detroit, Michigan's Bill Alcott, who brought down his STP 65, *Equation*, known previously as *Rosebud*. "We took delivery of the boat last May," says tactician, Stu Argo. "Sailing here against a couple of well-sailed 52s offered us a good opportunity to improve." While *Equation* didn't earn a podium finish this year, ending fourth, owner Alcott, who's been racing in the IRR since the 1980s, was awarded the Commodore's Trophy for perennially inviting up-and-coming junior sailors to crew. One of these is Cy Thompson, who has already secured a spot for the 2012 Summer Olympics in the Laser Class.

This year's IRR welcomed its first team of sailors from Russia. "We've sailed in Italy, Croatia and Greece and like to visit new places," says Dmitry Gornyy, crewmember aboard the chartered X-65, *Karuba 5*, which raced in the IRC Class.





Nikki Barnes (helm) and her all-girl crew on *Latitude 19* in the IC24 Class

"We've sailed in Rolex-sponsored events in Europe and they are known to be high level. That's what brought us all the way here." The *Karuba 5* team for the IRR was a mix of experienced, intermediate and beginner sailors. "What were most difficult for us were the winds. We weren't used to the strong winds here in the Caribbean. We did like the sun, the warm and the parties," says Gornyy.

Ten beach cats crossed the start line, making it one of the biggest Rolex cat classes in years. The winner, Puerto Rico's Jorge Ramos, aboard his Hobie 16, *Universal*, says he came to the regatta for one reason and that was "to defend our title from last year."

Others jumped into the beach cat class for other reasons. "It's fun," says St. Thomas' John Holmberg, a former Prindle 19 National Champion, who has sailed the IRR in keelboats for the past few years and who finished second this year aboard his Hobie 16, *Time Out*.

Holmberg's crew, 14-year-old Naomi Lang, added, "They're fast. I like to go fast."

St. Thomas' Mark Chong also likes going fast, but found it difficult on his Nacra 20, *Blame it on Rhea*, to compete with what he called the 'Hobie factor' on handicap. "It's great to have this many boats on the line," says Chong. "Next year, if they give this class a Rolex watch, you'll see 20 or more boats on the line."

Two all-girl teams raced in this year's IRR, one in the Beach Cat and the other in the IC24 Class.

"I don't like to think of it as girls competing against guys, we're all just one great class of competitors" says St. Thomas' Terry McKenna who raced with Joyce McKenzie aboard the Hobie 16, *Island Girls*. "Sure, the guys have a weight advantage when the winds are heavy, but we have the same advantage in light winds."

St. Thomas' Antilles high school senior, Nikki Barnes, put an IC24 team together with some of her friends, her sailing coach Kim Murtha and some of Murtha's friends, aboard the BVI's Chris Haycraft's *Latitude 19*. "I thought it would be fun to put an all-girl team together," says Barnes. "It was the first time that we all sailed together. We didn't do that well (11th), but we had a good time and it was a good experience."

Saint Croix Central High teacher Stan Joines used to put out an announcement seeking student crew to race with him. "This year they found me," says Joines, who recently purchased Tony Sanpere's J/35, *Cayennita Grande*. Sanpere shared driving duties with Joines while crew such as Jensen Estephan trimmed the jib, Eric Perez handled the Genoa and Cizangel Pilier raised the spinnaker pole, racing to a first place finish in the seven-boat CSA Non-Spinnaker Class. "The team effort paid off," says Joines.

For full results, visit: www.bvispringregatta.org/bvi



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

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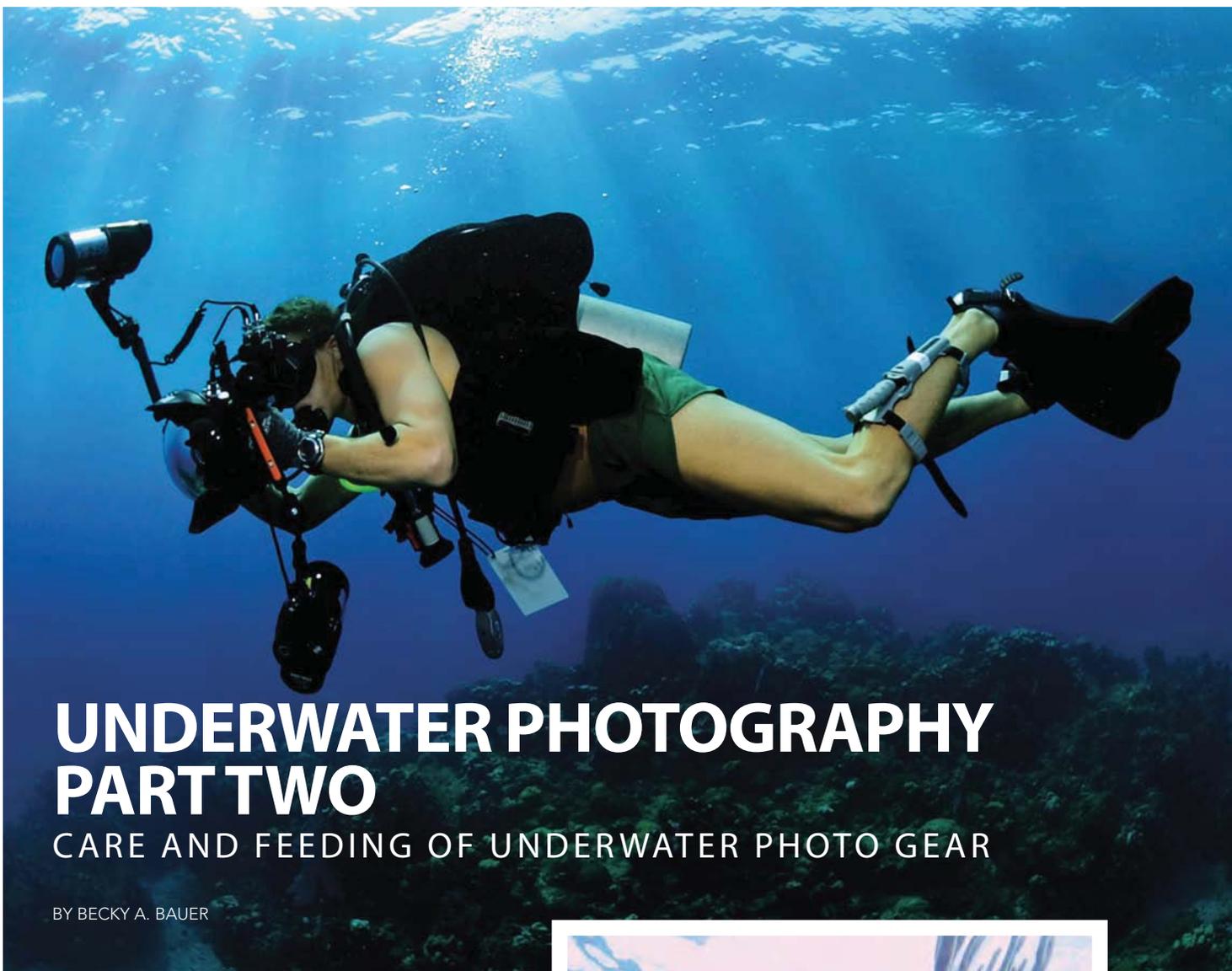
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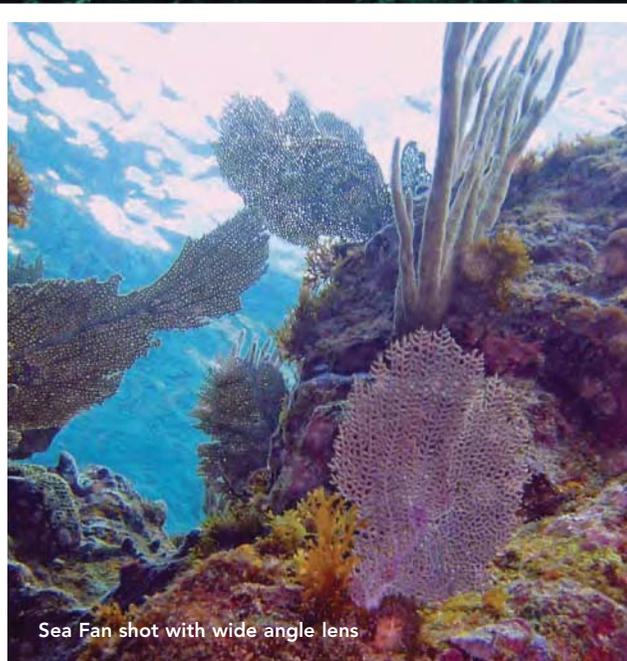
UNDERWATER PHOTOGRAPHY PART TWO

CARE AND FEEDING OF UNDERWATER PHOTO GEAR

BY BECKY A. BAUER

As stated in Underwater Photography Part One, many an underwater photographer gives up and sells his gear because lack of buoyancy control makes the endeavor too stressful and unrewarding. There is, however, another reason one finds so much underwater photo gear for sale on the internet ... the lack of proper care and feeding. Before we review the gear, it is critical to understand the commitment required to maintain gear in order to prevent expensive repairs or total destruction.

With each dive, disaster looms when ignorance prevails. First and foremost, underwater photo gear is not designed for combat situations. It is delicate and requires gentle hands. No matter the construction of the camera housing, it is not meant to be thrown onto a dive platform, banged and bounced around on a boat, nor dragged through rocks and sand.



Sea Fan shot with wide angle lens

PHOTO: BECKY A. BAUER

I knew an alleged 'professional' underwater photographer whose employer paid tens of thousands of dollars for repairs and new equipment simply because the photographer never cleaned the gear, tossed it around like a rubber ball, and left it baking in the sun.

A good dive operator who understands underwater photography will have a gear area dedicated to photographers. It should be an area, hopefully a table with extended sides and a padded top, under shade, where photographers can prepare for their next dives. No one should be allowed to use the table for rummaging through gear bags, setting up tanks, or rearranging weight belts and pockets. The table should be off limits to anyone but photographers and that should be made clear before the boat leaves the dock or divers make their way from the dive shop to the beach.

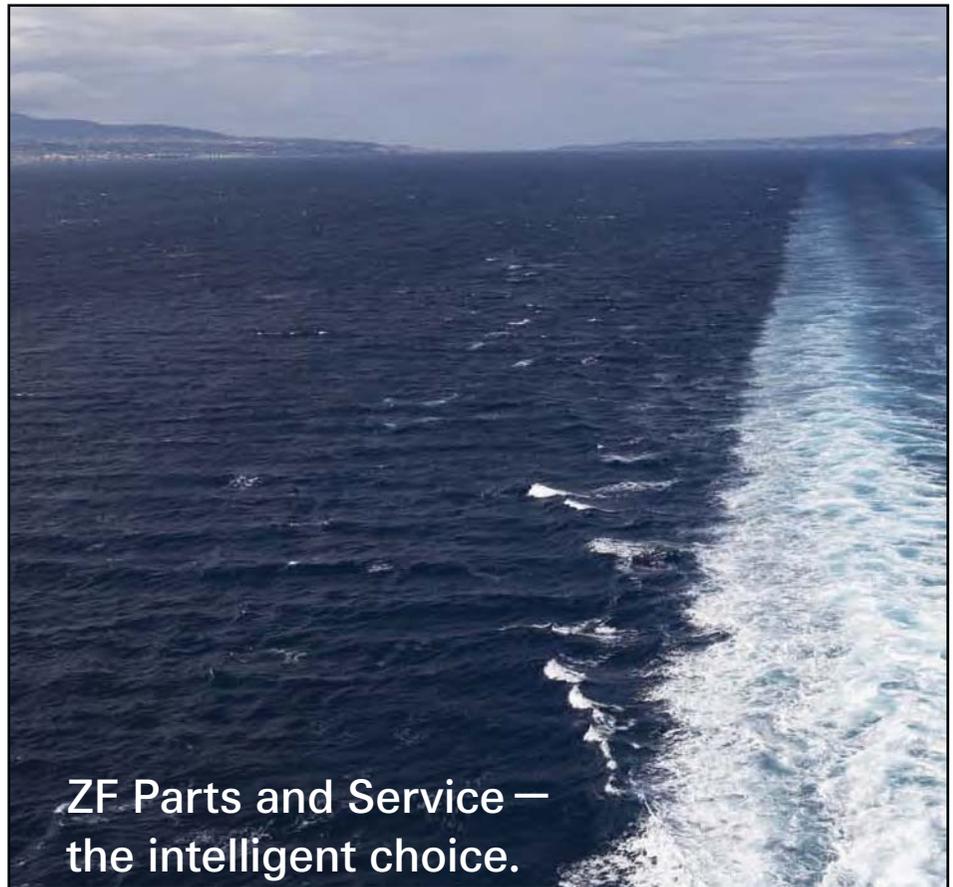
The operator should have a means of rinsing and, preferably, soaking underwater housings in fresh water and that water should be changed frequently. If there is no means of rinsing or soaking the housings, they should be wrapped in wet towels under shade. When beach diving without an operator, spend a few dollars for a couple of gallons of fresh water and take along a bucket for initial rinsing of the gear.

Never let salt water dry on camera housings and never leave the housings exposed to direct sunlight. Due to the temperature changes between depth and surface as well as heat generated by the cameras, condensation builds up inside the housings creating a very humid environment for the cameras and they soon cease to function.

Water is an underwater photographer's best friend and worst enemy, especially salt water. Salt is corrosive and, when dried, leaves a film on lens ports and

eventually corrodes hinges, locks, and buttons to the point they permanently weld themselves together. One drop of water inside a housing can render an expensive camera useless.

Underwater camera gear should be prepared and tested for the first dive of the day before the photographer boards the boat or leaves the shore. Set up the camera in a dry environment, install fresh batteries, test the cam-



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A watertight housing

PHOTO: ANDREAS STEINHOFF



era settings, and shoot a few photos to confirm the camera is operating properly. Then, seat the camera in the housing, make sure the housing is locked correctly, and submerge the housing in a deep vessel of water and look for bubbles around the seals and buttons. Immediately remove the housing if bubbles appear, as this indicates the housing is not sealed and will definitely leak under pressure!

Once the dive day is finished, good underwater photographers head for rinse tanks or bathtubs rather than bars and food. The first priority should be giving the photo gear a long soak in fresh water. Once that is complete, the housing should be dried, the camera carefully removed to avoid any stray drips the towel missed, and all housing seals and O-rings thoroughly cleaned and inspected.

When inspecting seals and O-rings, while it may seem extreme, it is a good idea to use a magnifying glass because one tiny grain of sand, one strand of fine hair or a bit of lint, creates enough of a break in the seal to cause a catastrophic leak. After inspecting the O-rings

and seals, it's time to get out the silicone grease made for O-ring lubrication and gently apply a thin layer to the rings.

If the rings are removable, it is an excellent idea to remove them from their tracks and inspect the tracks for any sand, hair, or lint before lubricating the rings. 'Careful' is the key word when working with removable O-rings. Great caution should be used when removing them so as not to nick or stretch the rings. Never pull an O-ring but rather roll it through the fingers as if rolling modeling clay, then lay the O-rings back in their tracks and reseal them. Wipe out the inside of the housing with a soft, lint-free cloth and it's ready once again for the camera. Check the O-rings once last time before closing the housing. Then and only then is the photographer set to head for the bar and dinner.



Becky Bauer is a scuba instructor and award-winning journalist covering the marine environment in the Caribbean. She is a contributing photographer to NOAA.

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CARIBBEAN REEF SQUID

BY CHARLES SHIPLEY

My wife Barbara and I recently spent two three-month periods in Bonaire, diving almost every day. One of our favorite photographic subjects was the Caribbean Reef Squid, a creature with amazing brainpower, keen vision, and a unique ability to communicate.

Sepioteuthis sepiodea have cigar-shaped bodies and are 10-20cm long, including the ten tentacles that are fixed in a circle around the mouth. Two of the arms are stronger/longer than the others. Along the mantle (body) are undulating fins and under the head is a funnel that can be turned in various directions and used for 'jet' propulsion. Internally, the Reef Squid has three hearts and blue blood (since it uses a blue, copper-containing protein called hemocyanin for binding oxygen).

Found throughout the Caribbean Sea, Bahamas and south Florida, adult squid during the day often gather in schools – called 'shoals' – of four to 30 individuals; at night they disperse to hunt individually.

Voracious eaters, they consume 30-60% of their body weight daily, eating small fish, crabs and shrimp. They catch prey using their two larger tentacles and then use the other eight to move the food to the mouth, where a strong and sharp beak is used to cut the prey into pieces that can be further processed by a raspy tongue called a radula.

For camouflage and for surprisingly complex communication Reef Squid can rapidly change skin color and pattern by sending nerve pulses to receptors called chromatophores. In addition to a basic brown they display a zebra, a striped and a saddle pattern. In complex situations, such as the need to signal one thing to a female on the left and another to a rival male on the right, they can even use one pattern on one side and another pattern on the other.

Courtship occurs within a shoal several times during the day and year-round.

Like other cephalopods, Reef Squid are *semelparous*, meaning that the adult dies shortly after reproducing. After competing with two to five other males, during which they usually display a zebra pattern, the victor – typically the largest – approaches the female and calms her by alternately gently stoking her with his tentacles and then





PHOTO BY CHARLES SHIPLEY



PHOTO BY CHARLES SHIPLEY

briefly moving away. Courtship may continue for up to an hour, during which the male may display a stripe pattern and the female a saddle pattern. The actual mating happens quickly. He attaches a sticky packet of sperm to the female's body, displaying a pulsating pattern as he does so. The female places the packet in her seminal receptacle and, accompanied by the male, finds a suitable place – such as under a rock – to lay her eggs in small clusters. Some claim that the female dies immediately after laying eggs, but naturalists and writers Ned and Anna DeLoach observed a shoal of 13 squid over the course of a week and observed egg-laying on the third day without a reduction in the shoal count. However, there is agreement that after reproducing both the male and female will be dead within a month.

On average, squid have seven confrontations an hour with predators and employ a number of different strategies to protect themselves. Perhaps the most important is that of shoaling, during which the school has the advantage of many eyes. Typically, the shoal arranges itself in a column with the larger individuals positioned as sentinels at each end. When a sentinel signals alarm, the squid have a number of options. If the threat is mild, the response may be intimidation by extending the body fully and orienting perpendicular to the threat so

as to emphasize size or by displaying special patterns, including flashing two or four 'eye' spots. Threats a bit more serious may result in attempting to blend into the background by using camouflage patterns. If flight is desirable, the direction of retreat may be hidden by the ejection of black ink. Rapid retreat is accomplished by jetting away. First, the squid expands its mantle, which fills the pallial cavity with water. Body muscles are then contracted to expel the water through the special funnel. If it has propelled itself above the surface, it can employ its fins as wings to 'fly' an ability that has only recently been certified by scientists, even though it will come as no surprise to cruisers who have found ink spots on the side of a hull or a cadaver on the deck. 

An avid amateur photographer, Charles 'Chuck' Shipley was a Professor of Computer Science until his retirement in 2005, when he and his wife Barbara moved aboard their 2001 Kadey-Krogen 48 North Sea Tusen Takk II. They have been cruising the Caribbean since January 2007.



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Ellie and Jim Watson with Labradoodle Cali

PETS ONBOARD

(A FOLLOW UP)

BY JIM WATSON

After reading the article Pets Onboard in a recent edition of *All At Sea* I thought a little additional information would be helpful. My wife Ellie and I, with our dog Cali, have spent the last eight years cruising in the eastern Caribbean. It has been quite a learning experience. So I thought I should share this hard earned information with the readers of the magazine.

Having been dog lovers all our life it never was a question of whether or not we would bring a dog with us. We decided a medium size non-shedding dog would make sense, so we got a Labradoodle. She was six months old when she was introduced to the boat and the cruising life. I think it is much easier to train a young dog than an older one. Potty training was the first thing we worked on. The windless up on the bow was a good place to start,

since we have a convenient wash down hose located there. It took a few days of not going on shore leave before she got used to the concept of going in this spot. The next thing we worked on was making sure she could swim and feel comfortable around all this water. She didn't like the dinghy until she realized it meant 'shore leave'. Don't ever let your dog jump off the boat, even at anchor, to fetch something. It could happen while you are sailing and cause a major problem.

Getting your dog prepared to visit the Caribbean Islands can be a costly and a time consuming process. It usually takes about a month and costs between \$400 and \$550 U.S., depending on your vet and other factors. There really is no difference in the requirements you must meet between importing a pet and being in transit (see sidebars). If you

REQUIRED DOCUMENTS WHEN TRAVELLING WITH YOUR PET INTO THE CARIBBEAN ISLANDS

- An International Health Certificate signed by the USDA within (7) days of travel to the first island. Be sure to bring your current titer test results.
- The pet must have a Microchip.
- The pet must have a current health check by a licensed veterinarian.
- All vaccinations must be current within one year, no three year rabies shots accepted.
- You will need a current titer blood test which is done by Kansas State University. This process could take three to four weeks.
- A current Heartworm Snap 4dx blood test.
- A current fecal stool test.
- You will have to send all the necessary paperwork to the island vet (fax or e-mail) prior to your visit and wait for approval. This could take three days.
- Once you receive approval you will need to notify the vet on the island you wish to visit 48 hours in advance of your visit. Also the place and time of check-in.

- Some islands require a current (within three days) Health Certificate, i.e. BVI when coming to their islands from another island.
- Meeting these requirements could cost from \$400 to \$550 US.

OTHER THINGS YOU SHOULD BRING:

- Bring all necessary medicines for the term of the trip.
- If your pet has a special diet, bring enough food to last the trip.
- Have an appropriate pet medical kit.
- Have a pet health care book.
- Have the necessary grooming tools.
- Have a pet life-vest and harness.
- Have a strong collar and leash with the necessary contact information, rabies tag and Microchip information on it.

plan to go both south and north in the same season, be sure to ask for an extended time frame on the permit, so you don't have to go through the process twice. Remember to maintain a patient and positive attitude when dealing with the island vets and their staff. It's their island and their rules. Don't ever try to sneak your dog ashore because you may not like the consequences. The results could be a fine, have the dog impounded, or even euthanized.

Fax or e-mail all the required documents to the government vet's office and wait for them to issue the permit. I usually call them to make sure they received the documents and answer any questions they may have. This process could take one to three days so allow for the necessary time. Agree with the vet on where you plan to check in so they can meet you there. You must provide 48 hours advanced notice of your arrival. Also agree on whether to keep the dog on the boat or bring them ashore for inspection. There could be a fee for doing that inspection of up to \$50.00 US.

Having been dog lovers all our life it never was a question of whether or not we would bring a dog with us.

Once you have met with the vet and they have cleared your dog into the island there are other things to be aware of: Always carry the permit with you at all times. Have a strong collar with the dog's name and your boat name and contact information attached, and a leash to maintain control. I always carry poop bags with me to pick up her waste. Do not let your dog run free, because you never know what she might be chasing. Once, on St. John, Cali chased a mongoose for half an hour. She was out of sight and voice command, and when she returned, she was full of burs. On some of the islands the locals put out rat poison to deal with the stray dogs, so always keep your eye on them. Also, be prepared to deal with the island dogs. Some are pets (have collars on) and they are okay but other are strays or guard dogs. I usually carry a small bat and mace with me to protect both of us.

Another unexpected benefit of having a dog on board is security. Cali always barks when someone approaches our boat and only stops when I say okay. This alerts us to any possible issues and makes us feel more comfortable when going ashore at night.

It sounds like a lot of work, but it's worth it to have your dog with you. 

Jim and Ellie Watson have cruised the Caribbean since 2003 on their sailboat Last Tango.

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THE BoRINQUEN ISLANDS SAILING ASSOCIATION

MAKING WAVES IN PUERTO RICO'S MARINE COMMUNITY

BY CAROL M. BAREUTHER



PHOTO: CARLOS G. LEE / MAJADEROS.COM

The BoRinquen Islands Sailing Association (BRISA) is the largest sailing organization in the history of Puerto Rico. This non-profit corporation and affiliate of the Puerto Rico Sailing Federation is also the fastest growing sailing group on the island. Cruising and racing sailors, and even power boaters, are all among its members. The rapid growth and success of BRISA owes to a strong founding membership, the support of a wide

range of boat-related activities and the planting of the organization's roots in a number of neighborhoods throughout Puerto Rico.

"BRISA was founded seven years ago after a group of experienced sailors met to discuss the need for a new type of club that would be accessible and attractive to everyone in the sailing community, particularly family members," explains Graham Castillo, commodore of BRISA Sur. "BRISA's

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The famous chalana *Piolín* from Santa Isabel, owned by Jaime Muñoz, a BRISA member and community leader

PHOTO: CARLOS G. LEE / MAJADEROS.COM



Corporate Charter and regulations were crafted by our First Commander, Master Captain Nelson Ramirez, who happens to be a Commercial Captain and highly experienced master scuba diver and instructor. Today he serves as the President of BRISA's Board of Directors."

BRISA currently boasts over 150 members plus their families. The organization footprint covers all of Puerto Rico in three commands – north, east and south.

"Our leaders are remarkable volunteers who understand that the secret of a successful life is to selflessly give your time, talents, and sometimes money for the benefit of others without expecting anything in return," says Castillo. "That karma is the rich fuel that keeps the organization going. For example, in the south, we sponsor young athletes to sail who otherwise would not be able to participate in class regattas; we have also incorporated the Chalanas as a club fleet, and we are in the process of developing a Sailing Center."

BRISA commodores host at least one activity each month except in June and July. In addition, there's also the cel-

Psicopata under spinnaker



PHOTO: CARLOS G. LEE / MAJADEROS.COM

celebration of a Commodore's Regatta and Vice-Commodore Regatta each year, plus the annual BRISA Cup, where each commodore rotates as regatta director. This year the BRISA Cup was renamed as the Ulysse Nardin 'Festival of Sails' in support of its sponsor.

"The term 'Festival of Sails' was chosen to better depict a highly competitive yachting contest highlighted by a historic onshore festivity," says Castillo. "It was held at Puerto del Rey Marina in Fajardo during the Chrysler Caribbean International Boat Show. The regatta presented not only trophies to the winners of each class, but also over \$50,000 in Ulysse Nardin watches."

BRISA's calendar not only encourages the island's native Chalana fleet to race, but provides the structure needed to launch this tradition to a higher level of visibility and racing performance.

"Racing Chalanas was a dying sailing tradition in Salinas and Santa Isabel as they only raced once or twice a year," says Castillo. "Last year they ran over six regattas and this year they have raced the BRISA West Commodore's Regatta in January, the Chalana Festival in February, and the next one will be in July for the town's 'Fiestas Patronales'. Other than races, we motivate the owners to bring the boats out to picnics in Cabuzas, an offshore key, as a yearly summer family activity."

Encouraging the younger generation to sail is one of

BRISA's greatest challenges, says Castillo. "The first step is to engage the parents and make them part of the BRISA family. Many of them own or race Chalanas or live next to the Caribbean Sea, and/or own sailboats. We also provide them with opportunities to race in scheduled dinghy regattas. We also are actively sponsoring two athletes to compete in different regattas and one of them to become a Certified US Sailing Small Boat Instructor. In the long run, the Sailing Center's Strategic Plan will give an opportunity to local leaders, parents, and sailors to concentrate in the development of new competitive athletes."

The first such Sailing Center at Santa Isabel is a joint venture between the municipality led by the Mayor and BRISA. Its initial seven boat fleet of Lasers, Sunfish, and Optimist is powered by volunteers from the Ponce Yacht and Fishing Club.

"In years to come", says Castillo, "we will see how sailing develops in equal terms with other activities such as soccer, basketball, baseball or other Olympic sports."

For information, visit: www.brisaweb.net or 'like' BRISA on Facebook. For donations of boats, parts, or funds, call: 787 300-1600



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

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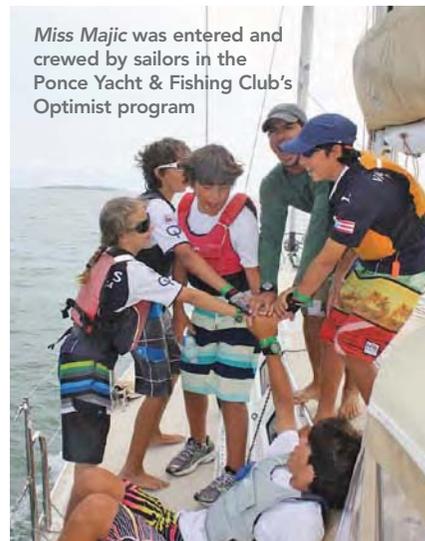
INTERNATIONAL ULYSSE NARDIN REGATTA

MEMORABLE RACING AT INAUGURAL EVENT

BY CAROL M. BAREUTHER



Winner *Bonne Chance* scored five bullets in eight races



Miss Majic was entered and crewed by sailors in the Ponce Yacht & Fishing Club's Optimist program

PHOTO COURTESY OF HEATHER BAUS

The Chrysler Caribbean International Boat Show hosted at Puerto Rico's Puerto Del Rey Marina boasted a new twist this year: the debut of the International Ulysse Nardin Regatta hosted March 23rd – 24th by the BoRinquen Island Sailing Association (BRISA). Seventeen boats in four classes: Racing, Cruising, Jib & Main A and B, took to the seas off Fajardo under partly cloudy skies with 12 to 15 knots of wind blowing out of the east. The racing class enjoyed several windward-leeward races, while the cruising class took off on more round-the-island type races such as circumnavigating Largo Reef.

"Competition was fierce in the four-boat racing class," says Guillermo Mullet, who raced with Fernan Mora, Arturo Quinones, Wilber Millan, Oscar Martinez, Pedro Campos-Saavedra, Diego Montoya, owner Dr. Bernardo Gonzalez and Capt. Jose 'Balaju' Sanchez, aboard the Beneteau First 35, *Bonne Chance*.

"We finally were able to gather a perfect mix of young and not-so-young hardcore sailors to control this thoroughbred," said Sanches. He added, "Our hard training and investment really paid off. We were able to execute good starts and basically make no major mistakes in our tacks, gybes and in predicting the wind shifts."

The *Bonne Chance* team scored five bullets in eight rac-

es to win a Ulysse Nardin timepiece, five points ahead of Puerto Rico's Carlos Camacho's J/105, *Abracadabra*.

There was another great story in the Jib & Main A class. Heather and Jim Baus' J/46, *Miss Majic* was entered and crewed by sailors in the Ponce Yacht & Fishing Club's Optimist program: Andres Reguero (15), Ricardo Valenzuela (13), Lucas Miranda (12), Gabby LaSanta (12), and Savannah Baus (9). The team was guided by their coach Jorge Santiago and assisted by Jim Baus. Reguero showed great helming ability, although the tactical decisions were group based, with all the kids getting to trim sails and helm at some point during the races.

"Since we normally sail alone and against each other, it was awesome to be working as a team deciding which side of the course had more wind, when to tack, getting to steer, and trimming the sails on such a big boat," said Savannah Baus. "The starts were wild since we're used to our Optis which can turn and stop on a dime!"

Plans are underway for a second annual International Ulysse Nardin Regatta next spring.

For full results, visit: www.brisaweb.net



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



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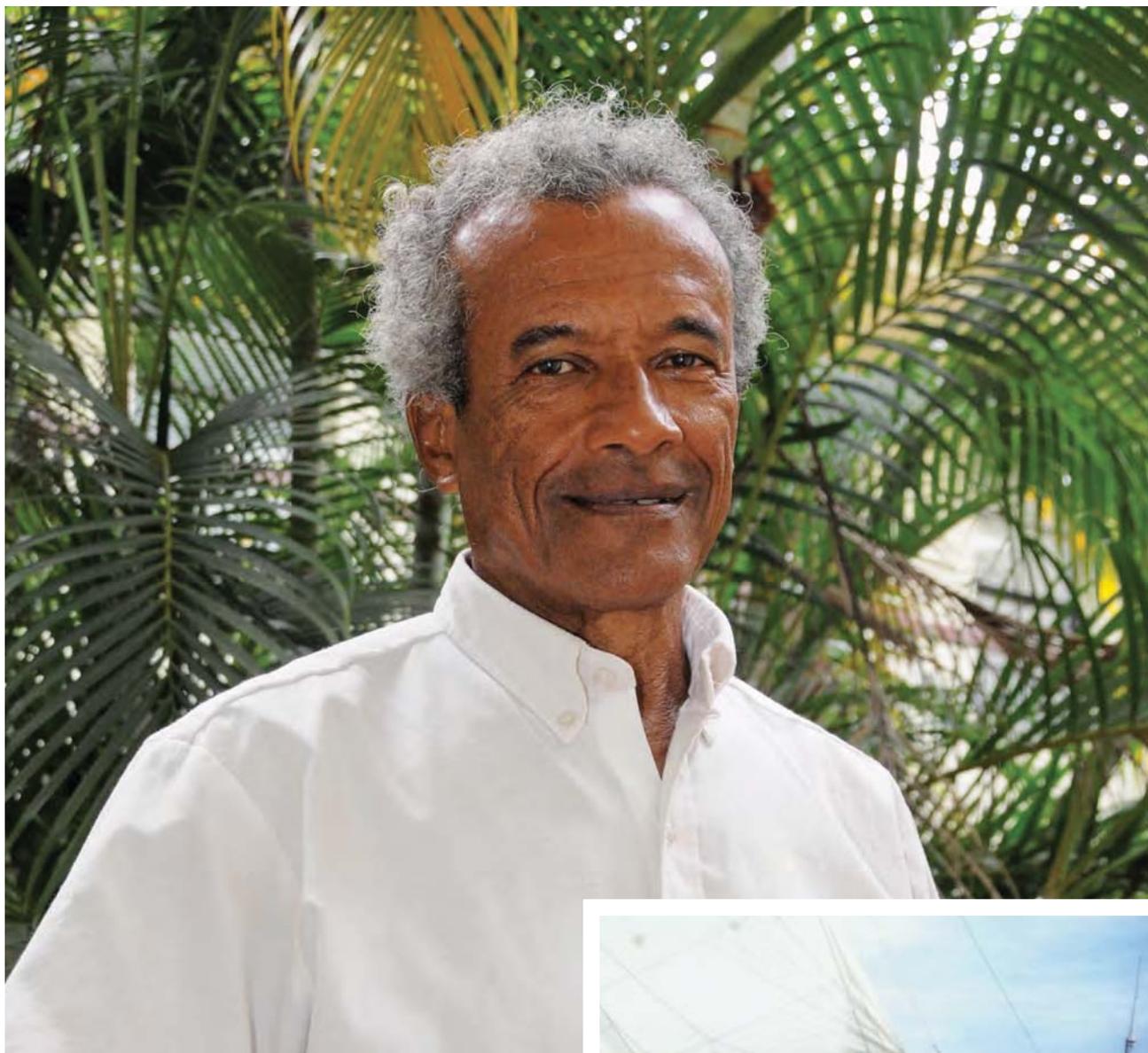
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SAILORS IN THE NEWS

TEDDY SEYMOUR – PIONEERING CIRCUMNAVIGATOR

BY CAROL M. BAREUTHER



This month marks the 25th anniversary of Teddy Seymour's solo circumnavigation, a voyage that wrote his name in the history books.

The St. Croix sailor left Frederiksted harbor on February 26 1986 and returned on June 19 1987, becoming the first African-American man to solo circumnavigate the globe. Now, on the 25th anniversary of his feat, Seymour says it wasn't an accomplishment he purposely set out to achieve.



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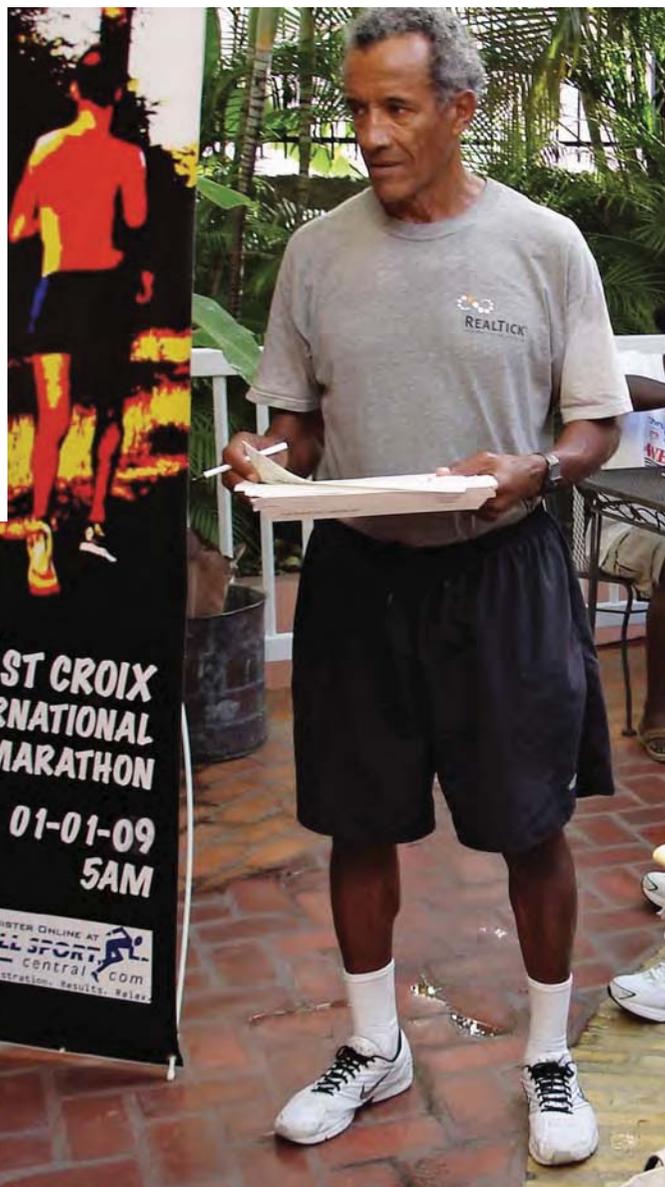
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"The idea to sail around the world developed some five years before I set off," Seymour explains. "I enjoyed sailing the Caribbean and had cruised up and down the islands over the previous ten years, but I wanted to explore further afield. I like to sail with company and originally planned to go with two women. They backed out. I don't think they found my 35-footer quite like a cruise ship."

Born in Yonkers, New York, two blocks from the Hudson, Seymour's love of the outdoors, and adventurous spirit, showed itself early. He wasn't fazed when he sledded down a hill right under a moving milk truck or when he had to be rescued when his hand-built raft got caught up in the Hudson's current.

Many aspects of Seymour's early life prepared him for the circumnavigation. He served as an artillery officer in the

Marine Corps for seven years, studied molecular biology at California State University at Fullerton with the dream of becoming a doctor, and then worked in production management for the American Can Company.

"It was the management skills I learned and how to build a quality product that really helped me prepare my Ericson 35ft, MK I, Alberg hull design, *Love Song*, for the cruise," he says. "During eleven years of ownership, she was heavily reinforced, modified and equipped for solo-cruising."

Seymour taught himself to sail while stationed at Camp Pendleton, in California. Marine officers could check out Lightnings. Later, he purchased a Lido 14 and then a Snipe. He once sailed the Snipe solo over 26 miles of open ocean to Catalina Island, lunching on tuna out of the can and watching the sharks lick their chops as they swam beside him.

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It was during these early years that he earned a Master's Degree in recreational administration from the University of California at Long Beach. An avid runner, Seymour met someone from St. Croix at a track meet and learned the island was desperate for teachers and coaches. He was living on his Columbia 26 at the time and ultimately sailed her from California's Newport Beach to St. Croix to take a teaching position. He worked two jobs seven days a week to save money for his circumnavigation. Yet, the purchase of sails, ground tackle, satellite navigation, solar panels, refrigeration and a ham radio depleted his cruising budget from \$12,000 to \$6000 (\$2000 of this on a credit card) by the time he cast off.

"I only made 12 stops and spent money only on essentials," says Seymour. "That's my no-frills circumnavigation of the world and it ended up costing me only \$5300. I caught plenty of fish, ate a lot of rice and beans and grew my own sprouts."

The most exhilarating part of his global cruise – which saw him traverse the Panama canal, ride the swift moving Humboldt Current to the Galapagos, stop to run a 5000-meter race in American Samoa, cruise the Torres Strait between New Guinea and Australia to the Indian Ocean – happened at this point.

Seymour wrote in his journal at the time: 'The halfway point in the circumnavigation, where the Timor Sea meets the Indian Ocean, was the dramatic locale chosen by Mother Nature to bestow a bonus package of exciting sailing conditions: wind, rain, and swells appeared with exuberance. The wind pumped at 20 knots with periodic squalls, 100 percent cloud cover prevailed most of the time, and rain fell in abundance. Love Song surfed supreme on the steep, swift swells, averaging 164 miles per day. The companionway remained closed most of the time as waves climbed over the transom and quarter section. Vigorous motion confined me to a bunk and a book, and the dense overcast required the use of a lamp during daylight hours'.

He finished the second half of his trip by sailing north of Africa through the Red Sea and Mediterranean where he met challenges such as heavy ship traffic, freezing temperatures, hailstorms, blizzards and a gale he survived in the land-locked sea. Finally, Seymour completed his circumnavigation with a 38 day sail from Spain to St. Croix.

"I felt a bit of a letdown when it was over, but after sailing around the world, Frederikstead is still one of my favorite places," says Seymour, who received the prestigious Golden Circle Award by the Joshua Slocum Society. "The trip proved to be an incredible and invaluable experience." 

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

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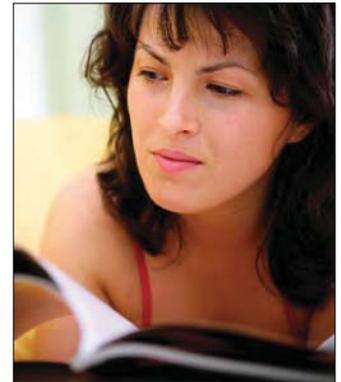
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CLUBSWAN 2012

CRUISING RENDEZVOUS IN THE MAGICAL BRITISH VIRGIN ISLANDS

PHOTO COURTESY OF NAUTOR'S SWAN



Swan Rendezvous Fleet leaving North Sound

The British Virgin Islands are blessed with aquamarine waters, calm anchorages and deserted coves that have beguiled mariners for centuries. This sailor's paradise was the setting for the ClubSwan Caribbean Rendezvous held March 12th – 17th at the Bitter End Yacht Club.

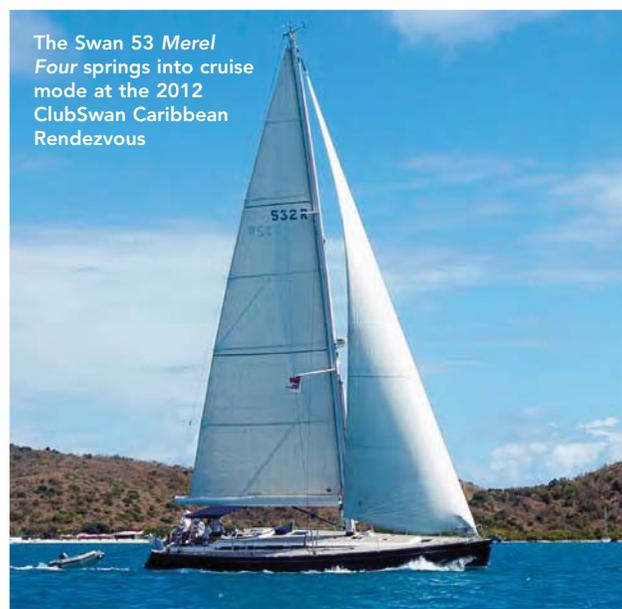
Nearly twenty Swans, ranging in size from the Swan 44, *South Wind* to the Swan 62s *Uxorious* and *Glisse*, turned out for a week of fun and light-hearted competition. Run by Nautor's Swan, participants at the Rendezvous enjoyed various activities including a hard-fought hors d'oeuvres contest, a cocktail contest, and some 'fun' regattas where Steve De Voe from Jamestown Boat Yard took charge of the Race Committee.

The Rendezvous kicked off with a welcome party in the beautiful surroundings of the Bitter End Yacht Club.

The racing action started on the first day with a 'fun' laser regatta in which Chris Brand, sailing the Swan 53, *Merel Four*, was winner. On the second day the fleet set sail through the islands where Nautor's Swan hosted five days of fun on and off the water. Nautor's Swan race management and event team took full advantage of their beautiful surroundings setting courses through the scenic archipelago of the BVI. This year the route saw the yachts visit Virgin Gorda, Cooper Island, Jost Van Dyke, Marina Cay and the idyllic desert island, Sandy Cay.

The Round Virgin Gorda race, held on the final day, was a highly competitive affair. The Swan 62, *Uxorious*, owned by Colin Buffin claimed line honors and the Dockwise Yacht Transport Trophy, while the Swan 53, *Merel Four*, chartered by Jonty and Vicki Layfield, won the race on corrected time.

"Once again we had a great time doing the Rendezvous on the Swan 53," said Mr. Layfield, a Swan owner. "This was our second time and it was nice to meet up with old



The Swan 53 *Merel Four* springs into cruise mode at the 2012 ClubSwan Caribbean Rendezvous

PHOTO: NAUTOR'S SWAN & YACHTSHOTS BVI

friends from last year. We will be looking forward to next year's event."

At the dinner and awards ceremony, staged by the Gazebo on Almond Walk at the Bitter End Yacht Club, the Swan Owners Association, including Steve De Voe, Dave Fraiser, and President Hank Schmitt, gave the coveted Best Maintained Swan Award to Twanette Tharp's Swan 62, *Glisse*, from the USA.

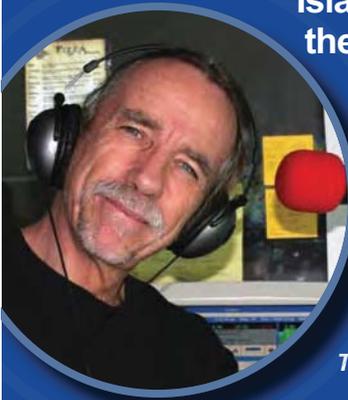
"The 2012 ClubSwan Caribbean Rendezvous was another successful event for Nautor's Swan with a complete commitment to enjoyment by both participants and organizers," noted Ettore Mattiello of Nautor's Swan. "A full mix of fun racing and socializing with old and new Swan family friends in the warmth of the Caribbean sun and sea made 2012 a great Caribbean Rendezvous year."

For more information about ClubSwan events, visit: www.fasttrackagency.com



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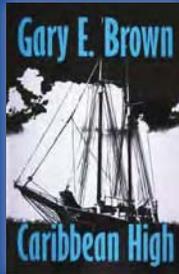
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LES VOILES DE ST. BARTH

A WINNING BET

BY ELLEN LAMPERT-GRÉAUX
PHOTO BY ROSEMOND GRÉAUX



Jumpstarting a new regatta can be a risky business. The Caribbean racing circuit is jam-packed with various kinds of races, from Cuba to Aruba, with everything from classic J-boats to the latest carbon-fiber racing sloops on the start lines. The races are jockeying for position on the calendar and the best boats are wooed to attend, with such glittering prizes as Panerai watches for the winners.

In St Barth, the star of the nautical arena has been the St. Barth Bucket, but three years ago the island launched another race, Les Voiles de St Barth, which in name at least was inspired by Les Voiles de St Tropez. Open to boats of all sizes, Les Voiles offers local sailors one thing the Bucket doesn't: the opportunity to actually sail, and there is a relationship with the local sailing school. But three years ago, only 25 or so boats participated, not a bad start, but smaller than the organizers had predicted.

By year two, the number had considerably increased and word of the race had begun to spread around the yachting community thanks to the laid-back appeal of the race paired with its professional organization. This year, the third edition of the race took place the week leading up to Easter with four days of racing taking place from April 3rd – 7th. (With one day off for relaxation.) In the meantime the inner workings of the event had shifted from its original non-profit status, giving way to management by a private company, TP Sail Events, a partnership between Annelisa Gee, Luc Poupon, and François Toledé, with a large volunteer staff to help with the organization of festivities on land, and races at sea.

With almost 60 boats participating, the event became more important to the island. And with around 800 people from abroad coming for the regatta, its economic impact was palpable: certain hotels, villas, and restaurants were full, rental cars were zipping about, the ferries were busy, and the island was hopping.

The major sponsors of the event, Richard Mille Watches and Gaastra Sports Clothing, helped get the regatta off the ground. Richard Mille attended in person and presented a third luxury timepiece to George David, whose latest iteration of *Rambler* was victorious again this year, making him a three-time winner of the event. "Pretty soon you'll have enough to open a boutique," Mille quipped as he presented David with the watch.

With more and more boats interested in participating, maybe someone will give *Rambler* a real run for her money when the fourth edition of Les Voiles takes place from April 9th -13th next year. And St. Barth once again gets an economic shot in the arm from a regatta, joining the Bucket, the Cata Cup, the Fun Cup, the West Indies Regatta, and the Transat Ag24 in the island's array of successful nautical events. 

Ellen Lampert-Gréaux lives in Saint Barthélemy. She is editor-in-chief of Harbour Magazine, and writes regularly about entertainment, design and technology for Live Design magazine, and about Caribbean architecture for MACO, a Trinidad-based lifestyle magazine.

ANTIGUA CLASSIC YACHT REGATTA

OLD BOATS AND GOOD TIMES

BY DEVI SHARP



Eilean returns to Antigua after undergoing renovation in Italy

PHOTO: LEE SMITH

The smell of varnish was in the air and bronze and stainless steel gleamed as contestants for the 25th Antigua Classic Yacht Regatta (ACYR) gathered to race. Fifty six boats from ports in the Caribbean and around the world came to compete and show off their classic beauty.

This is a regatta of superlatives that go beyond who can sail their boat the fastest. The oldest boat taking part, the 82ft gaff schooner *Coral of Cowes*, was built in 1902. The longest boat, at 183ft, was the schooner *Athos*. It was spectacular to see the diminutive *Springtide*, a 24ft sloop, alongside one of the ten boats over 100ft in length.

The efforts of the crews and owners to varnish and polish were rewarded at the Concours d' Elegance. The overall winner was the famous 51ft yawl *Dorada*, built in 1930. Winner in the category for privately maintained yachts was the Caribbean cruiser *Spirited Lady of Fowey*. *Cruinneag III*, a 2011 Atlantic Rally for Cruisers veteran, took home the Arne Frizzell prize for the most seaworthy boat.

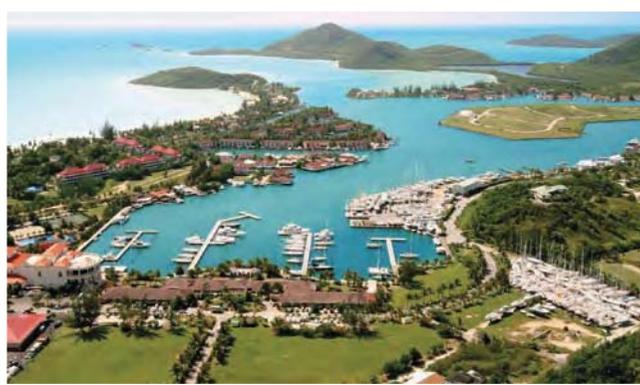
Last year, the 55-year-old ketch *Lone Fox* took home the prestigious Panerai Trophy for best overall corrected cumu-

lative time, along with the Wayfarer Trophy for first overall Classic and Vintage boat. This made the *Fox*, chartered by Don Ward and sailed by Ward and friends, the yacht to beat. The tension was high between *Saphaedra* and *Lone Fox* in Classic B class. For the first two days *Saphaedra*, a 51ft ketch, held the best overall corrected time, but *Lone Fox* had two great days of sailing and once again made off with the Panerai Trophy. *Saphaedra*, however, did win the Wayfarer Trophy.

The Mount Gay Trophy was awarded to the local boat, *Mariella*, a 79ft yawl built in 1938.

There was a good showing of traditional Caribbean workboats. The eight boat fleet included six sloops and two schooners. The local sloop *Zemi* once again took home the trophy for the best elapsed time for the fleet.

The 72ft Fife ketch, *Eilean*, built in Fairlie, Scotland, in 1936, returned to Antigua, her homeport, to much fanfare. She underwent a major restoration in Italy, supported by Officine Panerai, the exclusive Italian watch manufacturer, the official sponsor of the Panerai Classic Yachts Challenge, and major sponsor of the ACYR. *Eilean's* eclectic history includes 36 Atlantic crossings as well as featuring in Duran



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Awards Ceremony (from left): Roger Taylor, Nick Rhodes & Simon Le Bon of Duran Duran with Angelo Bonati CEO of PANERAI, present the winner's trophy to Ira Epstein (owner) and the crew of Lone Fox

Duran's 'Rio' video in 1982. The famous video was shown at the awards ceremony ahead of the band's lead-singer Simon Le Bon taking the stage to make a short speech to say how much he had enjoyed sailing aboard *Eilean* again during the regatta.

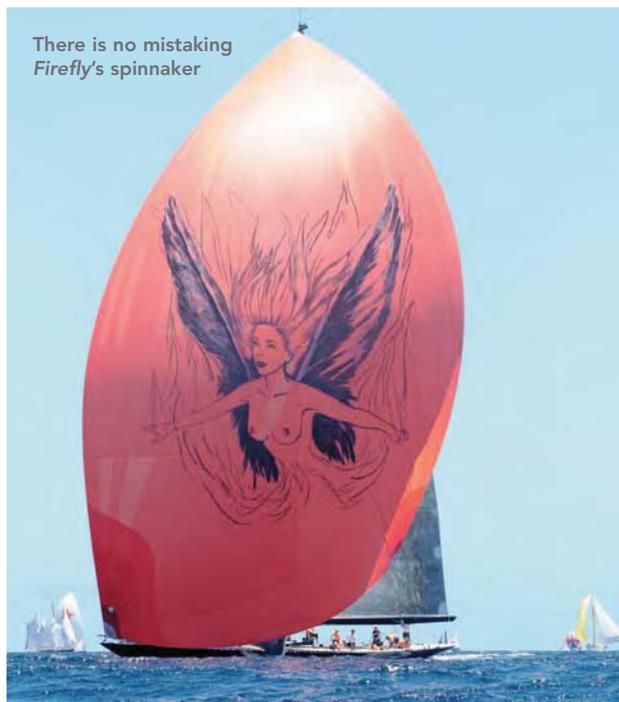
Kenny Coombs, the driving force behind the event, also had plenty to celebrate. He received two awards – the 'Old Bob' award for 25 years at the helm of ACYR and additional special prize from Signor Angelo Bonati, CEO of Officine Panerai.

"The 25th Anniversary of the Antigua Classic Yacht Regatta was a huge success with fantastic boats, great conditions, and best of all were the competitors, who enjoyed the festival of sail and went home happy," Coombs told All At Sea.

The regatta was not without drama. A broken bowsprit following a collision on day two did not stop the Anguilla-based Alden schooner *Charm III* from racing the next day. A local woodshop fabricated a new bowsprit, and in a matter of hours a few guys delivered it to the dock asking for the boat that ordered the bowsprit. They were so casual that they could have been asking for the boat that ordered the pizza. *Charm III's* owner Richard West was awarded the Spirit of Regatta Trophy for his determination to get back into the race.

More drama surrounded the yacht *Firefly* when, only seconds from the start, someone went overboard. The alert crew had the person back aboard before the gun.

The very generous sponsors offered evening activities and parties. Panerai sponsored a hospitality booth that offered a much needed espresso in the morning and well de-



There is no mistaking Firefly's spinnaker

PHOTO: LEE SMITH

served glass of wine or champagne in the evening. Mount Gay, the source of the much coveted 'Red Hats' sponsored an evening event providing free rum drinks and giveaways of t-shirts and the popular hats. On Sunday, Sail Maine sponsored a delicious event with drinks and food.

For full race and award results, visit: www.antigua-classics.com



Devi Sharp is a retired wildlife biologist and is exploring the birds of the Caribbean with her husband, Hunter, aboard their sailboat Arctic Tern. She is a regular contributor to All At Sea.

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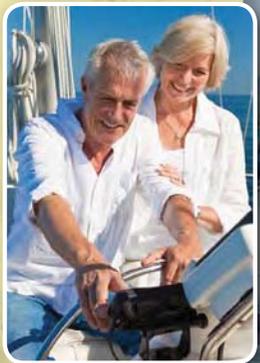



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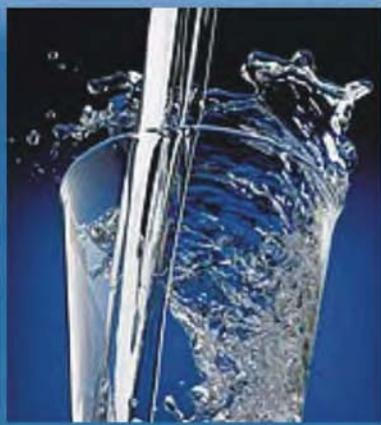
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NORTHERN STAR VISITS SAINT LUCIA

SUPERYACHT SETS NEW LOA RECORD AT MARIGOT BAY

PHOTOS AND STORY BY CHRISTY RECAII

Northern Star, the largest vessel to berth at the Marina at Marigot Bay to date, caught the eyes of avid and amateur sailors alike when she docked in late March.

Built in 2009 by Lürssen Yachts, *Northern Star* is 248ft long, 45ft wide, and has a draft of 13ft. She has a steel hull and aluminium superstructure. The superyacht, which is flagged in the Cayman Islands, is German built and Canadian owned. She was berthed without anchors and used the marina's mooring buoys at the main superyacht pier. The mooring buoy system is possible because the area is extremely well sheltered from the wind and there is a lack of tidal currents in the deep bay.

Northern Star is well travelled, having sailed to the Arctic and as far east as Istanbul.

Captain Craig Franks supervised the construction of the yacht during its two-year building period. The New Zealander was also present during the design process.

"We are a no-nonsense yacht which has a massive fuel range and can go unsupported for weeks at a time with large fridge and freezer capacities, meaning we can be very remote," noted Franks.

The charter yacht can accommodate 12 guests in six cabins and carries a crew of 25.

Northern Star sets a new record for longest yacht to visit Marigot, the previous record was set by the 243ft motor yacht *Siren* (now named *Polar Star*) in 2008.

"The visit of *Northern Star* followed that of her predecessor whose visit prompted a number of changes in yachting regulations and visa requirements for St. Lucia, which have recently been fully implemented," explained Bob Hathaway, Marina Manager at Marigot Bay.

In late 2011 the visa requirements for Australian and Russian nationals were waived for pleasure cruisers during a maximum period of six months.

A total of 350 different yachts with an overall length (LOA) exceeding 98ft have berthed in the Marigot Bay Marina since it opened in 2006. 

Christy Recaii is a journalist based in St Lucia who has a passion for sailing. She is a Hunter College graduate with a BA in Media Studies. You can find her either on the water or the docks seeking out the next marine scoop! Email: sailin-gonthebrain@gmail.com

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New boat *Black Berry* drew big crowds

The Bequia Sailing Club's 31st Bequia Easter Regatta came in for universal praise as a total of 42 yachts and 30 local double-enders registered to take part in this famous sporting and tourism event. Conditions were near perfect with light steady breezes and glorious sunshine.

The regatta was officiated for the thirteenth year running by Principal Race Officer James Benoit from Grenada, working along side the seven-person Bequia Sailing Club Race Committee. Two one-design Classes – one for the 25ft French 'Surprise' boats from Martinique, and the other for the popular J24 racing yachts – a Racing (spinnaker) Class and two Cruising Classes divided up the 42-boat fleet.

Ten yachts made the overnight journey from Martinique. They were joined by boats from the UK, USA, Netherlands, Austria, Trinidad, Grenada, Carriacou, St. Vincent, Bequia, St. Lucia, Barbados and Antigua.

New Regatta Premier Sponsors 'First Citizens' awarded unique teak trophies to the winners of Friday's First Citizens Yacht Races and Big Boat Challenge, whilst winners of Sunday's 16-entry Heineken Single-handed Yacht Race – and



Skyley from Carriacou won the First Citizens Big Boat Challenge Trophy

Monday's Heineken Yacht Races – all received additional prizes courtesy of Heineken.

Regatta sponsors United Insurance lent their name to the J24 three-race series on Saturday, with the United Insurance Challenge Trophy going to *Fadeaway*, from Barbados, skippered by Charlie Gloumeau. The eight-entry J24 Class included boats from St. Vincent, Barbados, Grenada and St. Lucia, each competing fiercely throughout the regatta's six specially designed races. When the final results were tallied *Fadeaway* was the Overall Winner, thereby also taking the J24 Southern Caribbean's Championship Trophy for 2012. St. Vincent's own *Saltfish*, skippered by Philip Barnard, took a well earned second overall.

Overall winners in the other four classes were, Racing Class: *Regis Guillemot Charters* (Melges 24, Regis Guillemot, Martinique); Cruising I: *Rasmus* (Swan 43, Dieter Huppenkothen, Austria); Cruising II: *Bandos*, (FF 110, Dirk Gents, Netherlands) and Surprise: *GFA Caribes* (Nicolas Gillet, Martinique), Gillet took three first places – and first in the Single Handed race – to give him a clean sweep and Overall Surprise Class Winner honors for the second year running.

Excitement ran at fever pitch on Friday for the inaugural First Citizens Big Boat Challenge, as the sleek new 28-footer *Black Berry* took part in her maiden race. Owned by the community of La Pompe, and built by a group of Bequia craftsmen led by boat-builder Jarson Hazell, *Black Berry*, skippered by Orson Ollivierre, drew huge crowds of onlookers wherever she raced. With ten entrants, the inaugural event was won by *Skyler* from Carriacou, skippered by Verrol Compton.

The 30-boat local double-ender fleet that took part in the three race series over the Easter weekend (two Heineken Challenges and a Mount Gay Challenge) came mostly from Bequia, with two boats coming from Carriacou. Overall winner of the Bank of SVG Trophy – in the hotly contested 28ft Class 7 – was Bequia's *Confusion* skippered by Wayne Gooding. The other overall winners were *Wisdom* (Class I, Mountain Top Water Trophy) *My Love* (Class II, Bequia Sailing Club Trophy), *Tornado* (Class VA, Admiralty Transport Trophy), *More Worries*, (Class VB, Bequia Express Trophy), and *Ace Plus* from Carriacou taking overall in Class VI with The Bequia Sailing Club Trophy.

It wasn't only competing boats that thronged the harbour in Admiralty Bay. An estimated one hundred additional power and sailing yachts came to Bequia to see the legendary local boat races, to follow the yacht races or simply enjoy being in Bequia at Easter. On Lay Day Sunday, regatta sponsors Bequia Beach Hotel hosted the Regatta's Sandcastle and Crazy Craft race in Friendship Bay, followed by a delightful afternoon of live music and children's entertainment in the hotel's gardens by the beach.

For full results, visit: www.begos.com/easterregatta



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ANOTHER TITLE FOR ODILE VAN AANHOLT

NOW SOUTH AMERICAN CHAMPION



Odile van Aanholt –
South American Optimist Girls Champion

Buenos Aires, Argentina – Odile van Aanholt has added another title to an already impressive list, that of South American Optimist Girls Champion. The talented 14-year-old put on a sparkling performance at the Club Nautico San Isidro, finishing fourth overall in the joint Boys/Girls league while competing against 160 sailors from 17 countries.

The youngest of four sailing brothers and sisters, the Curaçao-born youngster is also the 'North American Girls Champion' and she became 'Boys and Girls Optimist World Champion 12-years-and-younger' while competing in Malaysia in 2010.

Racing on the brown, shallow waters of the Rio de la Plata was "like sailing through caramel pudding" says Van Aanholt, who started the championship by winning the first race.

In her next race, she finished 16th but then went on to another win.

On day two, she sailed consistently and scored a seven, six and eight. This put her in fifth position in the overall league and in the lead for the girls.

On the third day, she found conditions more difficult with less wind and strong currents. She finished 11th and 15th, which moved her into 12th position and third amongst the girls.

Due to the lack of a permanent coach, Van Aanholt sailed

with the 11-person Mexican team under the guidance of Hector Guzman. In 2011 Guzman held a clinic in Curaçao and trained Van Aanholt at that time. He pointed out that Van Aanholt's starts ought to be better and tried to get her to start in a more aggressive way. "A top ten ranking will be possible in every single race if she has a perfect start, given her excellent boat speed, steadfastness and extensive experience in the tactical game," Guzman said.

On the fourth day of sailing the wind increased to 15 knots. Van Aanholt scored a two and a five and moved up to eighth position in the overall league.

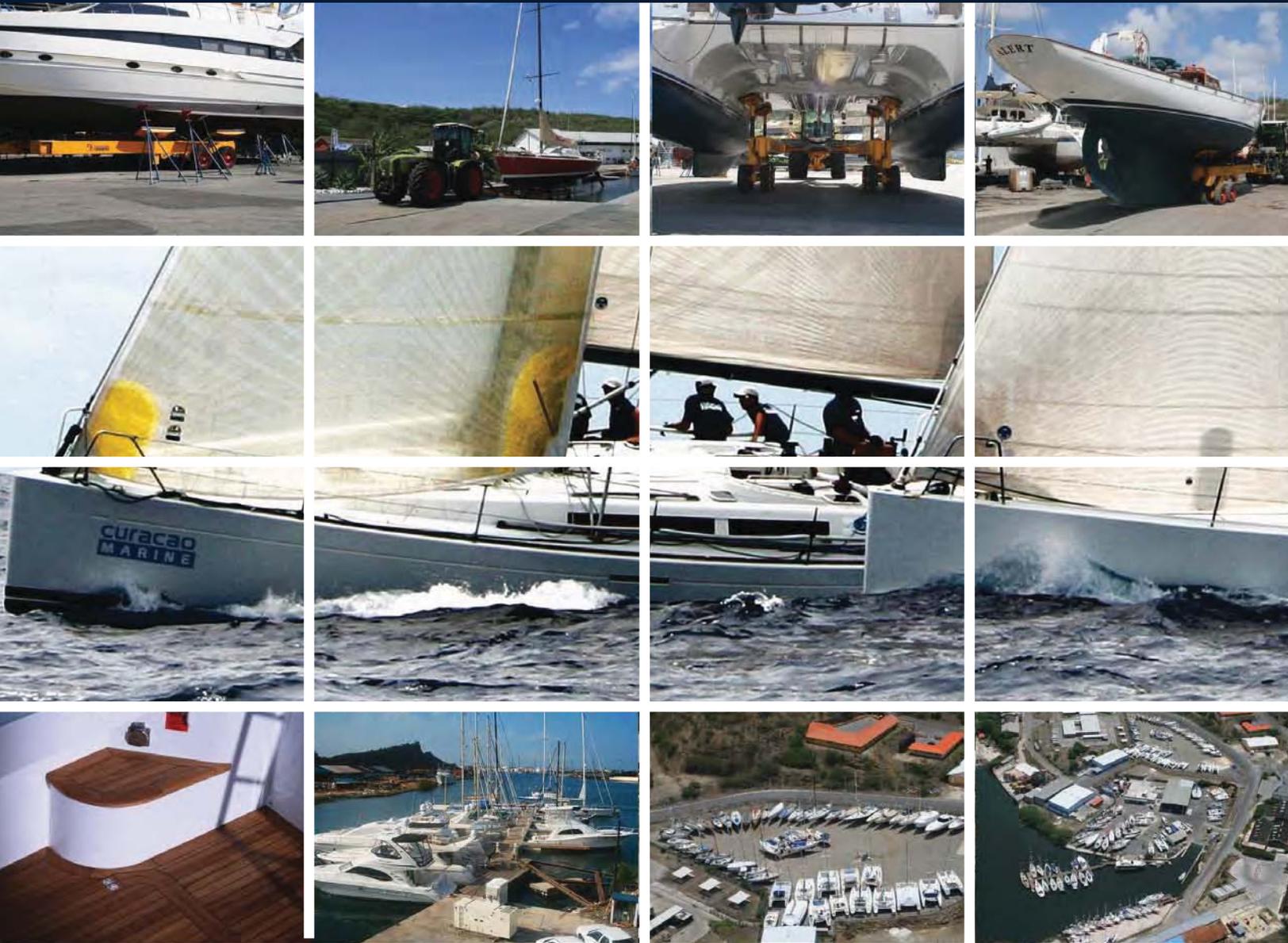
On the last day the wind varied from 17 to 20 knots with stronger gusts, this resulted in the sailors having to deal with wave conditions in which Van Aanholt flourished. She scored a first place. With only one race to go she even stood a chance of winning the Overall Boys and Girls Championship, but an over-cautious start saw her finish in seventh place. As a result, she was two and three points short for silver and bronze, respectively.

Van Aanholt is currently preparing for the July World Championships in Boca Chica in the Dominican Republic. In October she will defend her North American title in Valle de Bravo, Mexico.

For more information, visit: www.optiworld.org



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			Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet
Antigua	Jolly Harbour Marina	268-462-6042	10'	250'	140	•	110/220	Cable	•	•	•	•	•	•	•	68	FREE
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	•
Grand Cayman	Barcadere Marina	345-949-3743	8'	150'	83	•	30, 50, 100 & 200 amp single phase; 100 & 200 amp 3 phase; 60hz		•	Gas		•		•		16	FREE
Grenada	Clarkes Court Bay Marina	473-439-2593	13'	60'	52	•	110/220				•	•	•	•	•	16/74	USB access
Grenada	Grenada Marine	473-443-1667	15'	70'	4	•	110/220		•		•			•	•	16	FREE
Grenada	Le Phare Bleu Marina	473-444-2400	15'	120'	60	•	110/220/480		•	•	•	•	•	•	•	16	FREE
Grenada	Port Louis Marina	473-435-7431	14.76'	90m	170	•	110/208/220/230/240/ 400/480/630V	•			•	•	•	•	•	14	FREE
Grenada	Prickly Bay Marina	473-439-5265	17'	200'	10	•	110/220/ 308		•	•	•	•	•	•	•	16	•
Guadeloupe	Marina Bas-du-Fort	590 590 936 620	15.5'	210'	1,100	•	110/220/380		•	•	•	•	•	•	•	9	FREE
Jamaica	Errol Flynn Marina & Shipyard	876-715-6044	32'	600'	33	•	110/220/480 1&3PH 50/60HZ	Cable	•	•	•	•	•	•	•	16/9	FREE
Jost Van Dyke	North Latitude Marina	248-495-9930	12'	50'	N/A	•	N/A		•	•						16	
Puerto Rico	Club Nautico de San Juan	787-722-0177	31'	250'	121	•	120/240		•	•	•				•	16/10 68	•
Puerto Rico	Marina Pescaderia	787-717-3638	8'	65'	97	•	110/220		•	•	•	•	•	•	•	16/68	•
Puerto Rico	Palmas del Mar Yacht Club an IGY destination™	787 656 7300	14'	175'	158	•	120/208/240/408V; 2 & 3-phase 50, 100 and 200 amps		•	•	•	•	•	•	•	11/16	•
Puerto Rico	Puerto del Rey Marina	787-860-1000	15'	260'	1,000	•	120/208	Cable	•	•	•	•	•	•	•	16/71	•
Puerto Rico	Sunbay Marina	787-863-0313	12'	75'	287	•	110/220	Cable	•	•	•	•	•	•	•	16/12	•
St. Croix	St. Croix Marine	340-773-0289	11'	150'	44	•	110/220	•	•	•	•	•	•	•	•	16/18	
St. Lucia	Rodney Bay Marina an IGY destination™	758-452-0324	15'	285'	253	•	480V 3 phase 100 amps/ leg; 220V 3 phase 100 amps/leg; 220V 50 amps; 110V 30 amps, 50 & 60hz	•	•	•	•	•	•	•	•	16	FREE
St. Lucia	The Marina at Marigot Bay	758-451-4275	16'	250'	40	•	110/220/380 50/60 Hz	Cable	•	•	•	•	•	•	•	16/12	•

			Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning Bar / Restaurant	Security	VHF Channel	Wireless Internet
St. Maarten	Island Water World Marina	599-544-5310	8'	90'	54	●	Available	Cable	●	●	●			●	74	FREE
St. Maarten	Lagoon Marina Cole Bay Wtrft	599-544-2611	9'	100'	45	●	110/220	●			●	●	●	●	16	FREE
St. Maarten	Simpson Bay Marina an IGY destination™	721-544-2309	13'	196'	114	●	480V 3-phase 100 amps/ leg; 220V 3-phase 100 amps/leg; 220V 50 amps; 110V 30 amps 60hz	●	●	●	●	●	●	●	16/ 79A	FREE
St. Maarten	The Yacht Club at Isle de Sol an IGY destination™	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	●

OUTSIDE OF CARIBBEAN:

Boston, MA	Boston Yacht Haven an IGY destination™	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™	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™	201 626 5550	8.25'	163'	154	●	110V, 220V 30/50/100 amps		●	●	●	●	●	●	16/72	FREE

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CARIBBEAN BOATYARDS

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		Latitude	Longitude	Phone Number	Maximum Draught	Maximum Length	Maximum Beam	Maximum Air Draft	Power Supply	Arrival Hours	Lift Type / Capacity (Tons)	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facilities
Jolly Harbour, Antigua	Jolly Harbour Marina / Boat Yard	17 04 46.4 N	61 54 37.0 W	(268) 462-6041	10'	250'	no limit	no limit	110/220	8am-5pm	70	•	•	•	•	•	•	•
Aruba	Varadero Caribe	12 32 N	70 02 W	297-588-3850	7'	85'	23'	no limit	120/240	8am-4pm	60	•	•	•	•	•	•	•
Tortola, BVI	Nanny Cay Hotel & Marina	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	•	•	•	•	•	•	•
Tortola, BVI	Soper's Hole	18° 23' 46"	-64° 41' 53"	(284) 495-3349	7'	65'	18' and 40'	7'	110/220	8-5, Mon-Sat	45	•	•	•	•	•	•	•
Tortola, BVI	Tortola Yacht Services	18 25 N	64 37 W	(284)-494-2124	10'	68'	20'	no limit	220V, 50A, 110V, 30A	7-4, 7days	70	•	•	•	•	•	•	•
Virgin Gorda, BVI	Virgin Gorda Yacht Harbour	12° 01:00	61° 40:05	284-495-5318	10	150	34	no limit	110/120	6am-6pm	70	•	•	•	•	•	•	•
Curaçao	Curacao Marine	12' N	68' W	599 9 562-8000	9'	120'	33'	193	110/220 380	24/7	40	•	•	•	•	•	•	•
Boca Chica, D.R.	Marina ZarPar	18 26.4 N	69 37.23 W	(809) 523-5858	7.5'	65'	28'	no limit	110/220 380	9am-5pm	70	•	•	•	•	•	•	•
La Romana, D.R.	IBC Shipyard	18° 23' 55" N	68° 53' 55" W	+809 449 3321/ 3323	12'	110'	26'	no limit	110/220 3 phase 100/50/30 amp	8-5 M-F	120	•	•	•	•	•	•	•
Grenada	Grenada Marine	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	•	•	•	•	•	•	•
Grenada	Spice Island Marine Center	12 5 N	61 43 W	473-444-4257	12'	70'	25.4'	0	110/230	8am-4:30 pm	70	•	•	•	•	•	•	•
Puerto Rico	Varadero @ Palmas	18 04' 37"N	65 47' 57"W	787-656-9211	11'	110'	26'	no limit	50/30 amp	8-5, 7days	110	•	•	•	•	•	•	•
St. Lucia	Rodney Bay Marina <small>an IGY destination™</small>	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	•	•	•	•	•	•	•
St. Croix, USVI	St. Croix Marine	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	•	•	•	•	•	•	•
St. Thomas, USVI	Subbase Drydock	18 N	65 W	340-776-2078	15'	180'	54'	no limit	460 three phase/220/110	8-5, Mon-Sat	100 & 700	•	•	•	•	•	•	•

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- St. Lucia** – Rodney Bay Marina – 75 BFM11- TM40 Transporter
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- Tortola** – Nanny Cay Marina – 70 BFM
- Tortola** – Tortola Yacht Services – 70 BFM – 75 BFM11
- Trinidad** – Crews Inn – 200 BFM
- Trinidad** – Industrial Marine Service – 70 BFM
- Trinidad** – Peake Yacht Services – 150 AMO
- Pending**
- British Virgin Islands** – Virgin Gorda Yacht Harbour – 70 BFM
- Puerto Rico** – Ponce Yacht Club – 70 BFM



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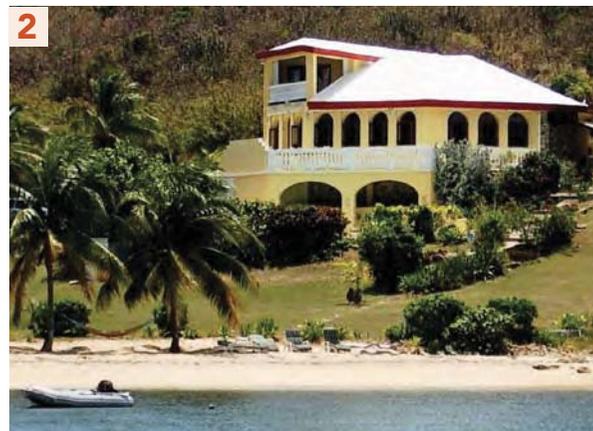
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2 **St. Croix, U.S. Virgin Islands.** Walk to St. Croix Yacht Club (SCYC) from this 3 BR beachfront home with full bath suites and many custom details. This property sits on over an acre of land that includes over 100' of sandy swimming beach. Amenities include a pool, hot tub, and balcony off the master suite with a sea view that stretches to Buck Island and beyond. There's ample space for water toys as well as dock space at SCYC. Price: \$1,195,000

JULIE SAN MARTIN, Team San Martin RE/MAX St. Croix
Julie@teamsanmartin.com | www.teamsanmartin.com
Cell: (340) 690-9040 | Office: (340) 773-1048 ext. 11



3
Tortola, British Virgin Islands. Relax deck or poolside and enjoy magnificent views of Jost Van Dyke from this 5BR 4 ½ BA home located on 1.34 acres in Belmont Park Estates above Long Bay. A myriad of flowers, footpaths, and stonework leads up to tall wooden doors that open into a vaulted ceilinged foyer and library. Interior highlights include a crafted wood kitchen, covered open-air dining room, guest bedroom with outside stone walled shower and master bedroom with separate bath equipped with both claw foot tub. Price: \$2,495,000
BONNIE DOUGALL, Dougall & Assoc. Real Estate BVI
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4
Rodney Bay, St. Lucia. Live in a one-off 4BR beachfront townhouse with an array of 5-star amenities at The Landings St. Lucia. Walk from this beautifully appointed, superbly finished home onto the white sands of Rodney Bay, with sunset views year round. Views from the upstairs master bedroom include the Caribbean waters framed by Pigeon Island to the north and the island's rolling lush hills to the south and the setting sun to the west. There's a private marina on property, as well as tennis, gym, spa, restaurants and waters sports. A championship golf course is 2 minutes away. Price: \$4,000,000
OLIVER GOBAT, The Landings St. Lucia
 info@thelandingsstlucia.com | www.thelandingsstlucia.com
 Office: (758) 452-0422



5
Sapphire Beach, Dover, Barbados. Located in world-famous St. Lawrence Gap, this six-level condominium complex sits on 170' of beachfront and boasts 54 – 18 2BR and 34 3BR – units. Each residence is equipped with a full appliance package, superb Italian Kitchens and air conditioning in all the bedrooms. Two large swimming pools with a boardwalk bridge leading to the beach complement this secure, gated community, along with private parking and an on-site gym. Watersports and scuba diving are within easy reach. This property has proven to be very popular for holiday rentals due to its fantastic beachfront location, providing sound rental returns for its owners. Price: \$700,000 to \$1,063,000
KATHY-DAWN BURKE, Terra Caribbean
 kd.burke@terra-caribbean.com | www.terra-caribbean.com
 Cell: (246) 826-2081 | Office: (246) 434-9000



6
Lance Aux Epines, Grenada. Nearly every room boasts an ocean view from this 4 BR beachfront property. Named Rolling Surf Villa, this residence sits on approximately a quarter acre and faces southwest towards magnificent sunsets over Prickly Bay. Highlights of this prestigious property include shell stone natural floor tiles throughout, well-appointed en-suite bedrooms, a self-contained apartment and an entertainment room. The master suite has its own dressing room as well as a private covered verandah with beach view. There's also a fully-equipped modern kitchen, covered patio, glass brick edged infinity pool and Jacuzzi with waterfall feature, and gazebo, wet bar and refrigerator on the pool deck. A hardwood staircase leads down to the sea, allowing direct access onto the soft white sands of Lance Aux Epines Beach. Price: \$2,950,000
WENDY PRICE, Altman Real Estate (Grenada) Ltd.
 wendy@altmangrenada.com | www.altmangrenada.com
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The Little Ship Company

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1985 Nonsuch 36.
Ready to go.
Some varnishing needed.
\$65K



NAUTA 70
Glorious machine in
impeccable condition



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



1977 CSY 44. has to
be seen to be believed.
Immaculate bullet proof
liveboard cruiser **OFFERS**



Pearson 422 Magnificent
blue water cruiser.
Immaculate **\$79,000.**



Dudley Dix \$99K Steel
Twin headsail Sloop. Blue
water liveboard. Fast!!



**1988 Jeanneau Sun
Legend 41.**
Good cruising boat.
\$45K!! Giveaway!!



1988 Baren Sea trader.
Steel. Great condition.
Sail away
OFFERS!



1992 Beneteau 41,5 First.
Excellent condition. Fast
and Furious!



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



56 ft Stealth Power Cat.
One owner, never chartered.
Glorious luxury &
stunning speed. **\$825K**



Reinke 16 M Bilge Keeler.
Expedition class yacht.
Clean Survey **\$269K**



Jeanneau 44 SUN MAGIC
owners version.
Needs cosmetics.
Sound vessel **\$75K Euro**



1998 Hunter legend 40.5
Excellent condition clean
and upgraded. **\$99K**



Leopard 48, new Hard top,
new hull extension, new
upgraded davits, new awl-
grip. Immaculate **\$260K**



Lady Hawke 32 2003
Catamaran Good, clean
and fresh!
Offers!



1994 Roberts 45
Bullet proof. Blue water
circumnavigator.
\$79K OFFERS!



**1987 Telstar Hans
Christian. Magnificent .**
Blue water ready with all
the new extras. **\$149K**



2008 Island Spirit 40
owners version.
Full cruising compliment.
Immaculate!! **\$325K**



1981 43 ft Endeavour
Ketch Excellent blue
water liveboard.
\$89K OFFERS



48 Ft Alliaura Privi
Transcat **POWERCAT.**
Twin Yanmars Bullet
proof, Liveboard **\$325K**



2001 Lagoon 410.
New engines, Recent rig.
All new electronics.
Clean **\$225K Offers.**



SAGA 35.
Clean with plenty live-
board upgrades.
Offers!



1991 Tayana 47.
Excellent deal!! **\$155K**



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



1987 Finn Gulf 39
Fully loaded
\$74K Offers!



1990 CS 40. Pristine Blue
water passagemaker ready
to go. Canadian Vat paid
\$120K Offers!!



**2006 Sovereign Rob
Humphries design 40 ft**
Awesome pedigree!



2006 Leopard 40, four cabin.
Just phased out the fleet.
New solar panels. Immaculate.
best priced unit available.



Formosa 68. Awesome
Liveboard/ High end char-
ter vessel. **\$345K.** Price
Gutted. Owner retiring.



1995 Privilege 45. Cat.
In weekly use.
Lying Belize. **\$249K
OFFERS**



1991 Island Packet
31 ft. lying Grenada.
Great liveboard. **OFFERS!**



Fontaine Pajot
Marqueses 56.
Two to choose from!



2007 HANSE 430e. Immaculate
fully equipped for Blue water
passage making. One careful
owner since new. **Offers!**



1999 Oyster 56. More than
magnificent! One careful
owner since new. Owner
buying a bigger one.

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"Myrtle"
5 Cabins /5 Heads
Located St. Vincent
Asking \$149,000

2005 LEOPARD 47



"Never Say Never"
4 Cabins /4 Heads
Located Tortola, BVI
Asking \$289,000

2006 OCEANIS 473



"Mad Dog II"
4 Cabins /3 Heads
Located Tortola, BVI
Asking \$139,000

2006 LEOPARD 46



"B' Shert"
4 Cabins /4 Heads
Located Tortola, BVI
Asking \$385,000

2003 BAHIA 46



"Bigorneau"
4 Cabin / 4 Heads
Located St. Martin, FWI
Asking \$270,000

2006 LEOPARD 43



"Josiah's Reach"
4 Cabins /4 Heads
Located Tortola, BVI
Asking \$285,000

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"Ben's Inspiration"
3 Cabins /3 Heads
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Asking \$115,000

2006 LAGOON 410



"Annie K"
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2006 LEOPARD 40



"A Stray Shower"
4 Cabins /2 Heads
Located Tortola, BVI
Asking \$240,000

2007 CYCLADES 39



"Mary Morgan II"
3 Cabins /2 Heads
Located Tortola, BVI
Asking \$99,000

2004 LAGOON 380



"Holly Molly"
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Gen & Air with Centerline Queen
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and Davits. Asking \$245K



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High Performance, High Spec
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47' Wauquiez Centurion 47 '86
Heavily Equipped, Great
Condition. Asking \$199K



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Quality Performance, Well
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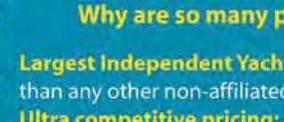
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Asking \$99K



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Original Caribbean Cruiser
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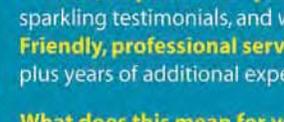
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Asking \$159K



42' Beneteau 42 CC 2005
Air Con and all the Comforts
Asking \$139K



42' Hunter Passage 1995
Centerline Queen Bunk
Asking \$89K



41' Bavaria 41 2004
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Asking \$99K



41' Bristol 41.1 1984
Well Equipped Cruiser
Ready Now! Asking \$149K



41' Lagoon 410 2005/'06
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40' Jeanneau Sun Odyssey '00
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(2) Starting From \$54.9K



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Asking \$149K



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25' '02 Pursuit, CC, 225HP Yamaha ...\$34.5K	50' '77 Gulfstar Ketch..... \$75K	34' '89 Sea Ray Express, diesels..... \$55K
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37' '97 Hunter, AP, Sugar Scoop..... \$63K	POWER	39' '98 Mainship Trawler, twin diesels..... \$89.9K
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43' '73 Seaward, Classic, great cond...\$99.5K	25' '02 Pursuit CC - 225HP Yamaha.... \$34.5K	48' '99 Dyna Craft MY, 435HP diesels\$230K
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2007 24' Tes 720
 reduced to US\$40,000



1984 30' Carter 30
 reduced to US\$25,000

MONOHULLS

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30'	1984 Carter 30reduced to US\$25,000
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32'	1996 Silverton (priced for quick sale) US\$42,000
34'	1978 Steel Sloop (ROB) US\$30,000
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37'	1979 CSY US\$65,000
37'	1979 Fisher 37UK Sterling 50,000
37'	2006 Hallberg Rassy US\$359,000
37.6'	1987 Topaz	..... US\$85,000
38'	1986 NAVALU Alamander	..... US\$109,000
38'	1997 Beneteau	..... US\$100,000
38'	2005 Van de Stadt Seal	..... US\$70,000
39'	1968 Cheoy Lee Off Shore 40	.....reduced to US\$70,000
39'	1977 Moody	..... US\$89,000
40'	1981 Divorine Steel	..... US\$50,000
42'	1971 Ryton Marine	..... US\$25,000
42'	1979 Pearson	..... US\$88,500
42'	1983 Panoceanic	..... US\$89000

42'	1986 Endeavour US\$98,000
43'	1985 Gitana US\$115,000
44'	1990 Jeanneau Sun Magic US\$85,000
45'	1998 Peterson cutter US\$189,999
45'	1999 Passport a/c 44 US\$365,000
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46'	2001 Tayana (Vancouver pilot house) US\$329,000
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51'	1989 Beneteau (owner's version) US\$145,000
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68'	1990 Custom Aluminium Cutter US\$950,000

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46 Searay Sundancer 460, 2001
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46 Jefferson Motor Yacht, 2000
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37 Fountaine Pajot Maryland Power Cat, 2002
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 Yanmars, genset, well maintained \$220,000



34 Mainship Pilot, 2002
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SAIL

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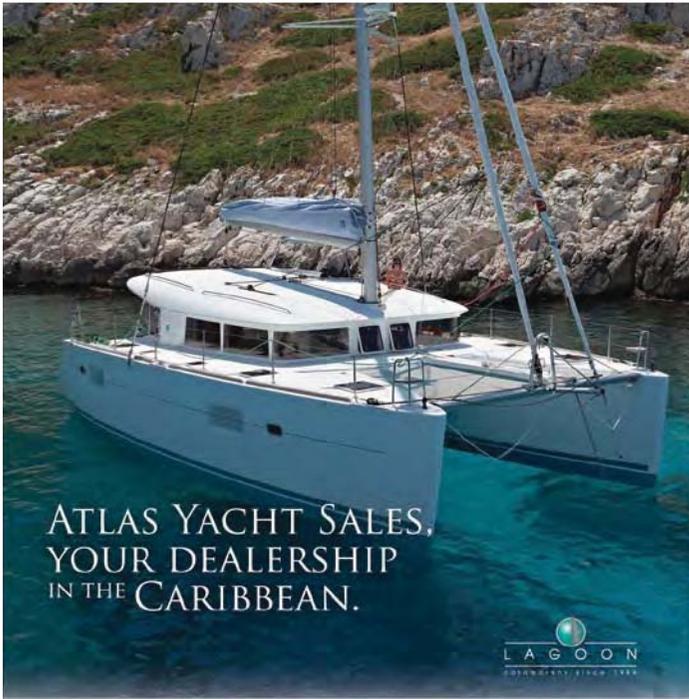
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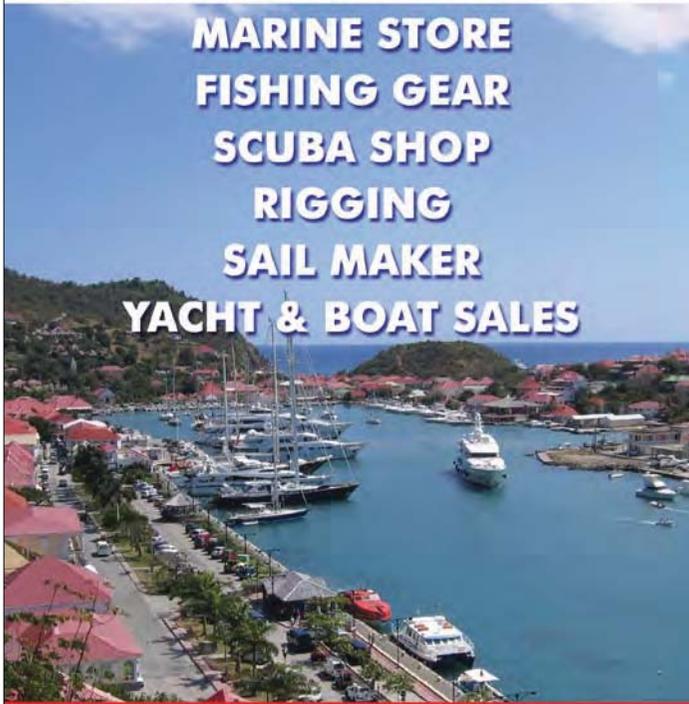


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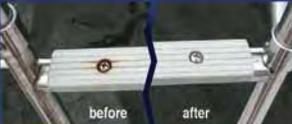
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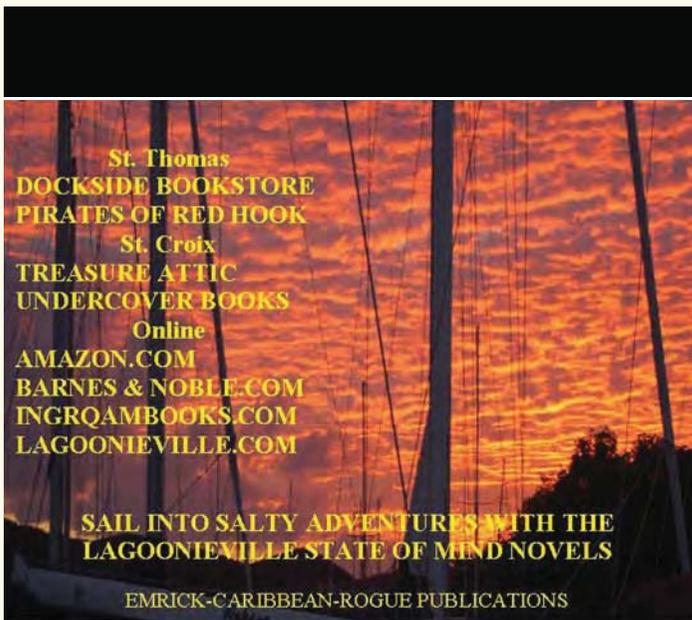
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CARRIACOU CHILDREN'S EDUCATION FUND: Nineteen students funded for tuition and books at T A Marrayshow Community College! 15,200 hot lunches provided to Harvey Vale Government School! Three computer labs up and running at Dover, Harvey Vale and Mt. Pleasant Government Schools. And hundreds

Wanted

of Carriacou and Petite Martinique children assisted with uniforms at all schools! Sound like a worthwhile effort? You can help these projects continue: leave donations of boat gear and household items at the After Ours building (aka Arawak Divers) at the head of Tyrrel Bay. Clean, used clothing for all ages accepted for distribution to needy families. And, of course, cold hard cash is always welcome! In our eleventh year, we're heading toward a grand total of \$200,000! Save these dates and plan to join us: 1 August 2012 for the Welcome Potluck Barbecue and two days later, 3 August, for the auction. E-mail ccefinfo@gmail.com for further information.

WANTED: HALLBERG-RASSY 42 (or similar bluewater cruising boat) in good condition and setup for extended cruising. Preferably located in the Caribbean. Contact smey18@gmail.com

SMALL DAY SAILER WANTED: Sailorette looking for a 14' to 18' day sailer in good condition. \$3,500 dollar budget. Please contact: WingsAndSail.Norma@gmail.com

WANTED 42 TO 45 CATAMARAN WE TRADE FOR HOUSE WORTH 115,000 the remaining balance we pay, house in island of vieques Puerto rico beautiful views minutes away to prestine beaches for info email amapolavieques@aol.com

AMAZING VILLA IN THE ISLAND OF VIEQUES IN EXCHANGE FOR 2 WEEKS IN A 45UP CATAMARAN see <http://tripwow.tripadvisor.com/tripwow/vr-001f-80c0-451a?In>, does not needs to be reciprocal, experience captains, we want to cruise during the summer you can come anytime please contact amapolavieques@aol.com

TIME TO GO BACK TO SEA! Trade 3 Level concrete house in Ponce, Puerto Rico for sailboat. Value \$195k, rental income \$1500 per Month. Clear title, no debt, owner. 8-B, 5-B, pool, jacuzzi, workshop, walk to schools, church and shopping. Mail to PO Box 1901 Ponce, PR 00733

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THE DISH

ONE OF MY SECRET INGREDIENTS ... PINE NUTS!

BY CAP'N JAN ROBINSON

Sauté pine nuts in a little olive oil; when they start to color, they release a heavenly aroma that will waft through the boat. Pine nuts can be used in many dishes – use them in a salad, they give a little sweetness. I like to alternate blood orange and avocado slices on a shallow bed of baby arugula. On top scatter some finely cut red onion slices, along with some finely chopped cilantro and pine nuts. Dress with a white wine vinaigrette.

SAUTEED SPINACH AND PINENUTS

Prep time: 5 minutes. Cooking time: 10 minutes. Serves: 4-6

2 lb spinach, rinsed **2 tsp minced garlic**
2 tsp olive oil **Freshly ground pepper**
2 Tbsp toasted pine nuts

Wash spinach, but allow the water to cling to leaves. Heat a skillet and cook spinach until it wilts over medium-high heat, about 3 minutes. Heat oil in another skillet over medium-high heat. Add spinach, pine nuts and garlic and cook about 2 minutes. Season with pepper and serve.

MOROCCAN CHICKEN WITH PINE NUT COUSCOUS

Prep time: 15 minutes. Cooking time: 30 minutes. Serves: 6

1 Tbsp sweet paprika **2 lemons, 1 thinly sliced,**
2 tsp turmeric **1 juiced**
2 tsp ground coriander **Salt and pepper**
2 tsp ground cumin **2-1/2 cups chicken stock**
1/2 tsp ground cinnamon **1 cup pitted large**
2 lb skinless, boneless chicken, **green olives**
cut into 2-inch pieces **1 Tbsp butter**
3 Tbsp extra-virgin olive oil **1-1/2 cups couscous**
1 large onion, thinly sliced **1/3 cup pine nuts, toasted**
6 large cloves garlic, crushed **1 cup flat-leaf parsley leaves**

In a large bowl, mix together the paprika, turmeric, coriander, cumin and cinnamon. Add the chicken and toss to coat.

In a large skillet, heat the oil, over medium-high heat until rippling and beginning to smoke. Add the chicken and cook, turning, until browned, 3 to 4 minutes. Add the onion, garlic and sliced lemon; season with salt and pepper. Cook, stirring frequently, until the onion is softened, 6 to 7 minutes. Add 1 cup chicken stock, the olives and lemon juice, scraping the bottom of the pan. Remove from the heat and season with salt and pepper.

In a medium saucepan, bring the remaining 1-1/2 cups chicken stock and the butter to a boil. Stir in the couscous, cover, turn off the heat and let stand for 5 minutes. Fluff the couscous with a fork and stir in the pine nuts. Top the chicken with the parsley. To serve, spoon the chicken and sauce over the couscous.



KEY LIME PIE - UNCONSTRUCTED

Recently I was on the *M/Y Essence* and Merrillie Insch showed me how to make this simple and delicious dessert. The recipe was inspired by Ed the Baker, the Food Ideas Factory of the US Virgin Islands.

Prep time: 15 minutes. Cooking time: 30 minutes

Chilling time: overnight. Makes: 14-18

Commence preparations the day before you wish to serve.

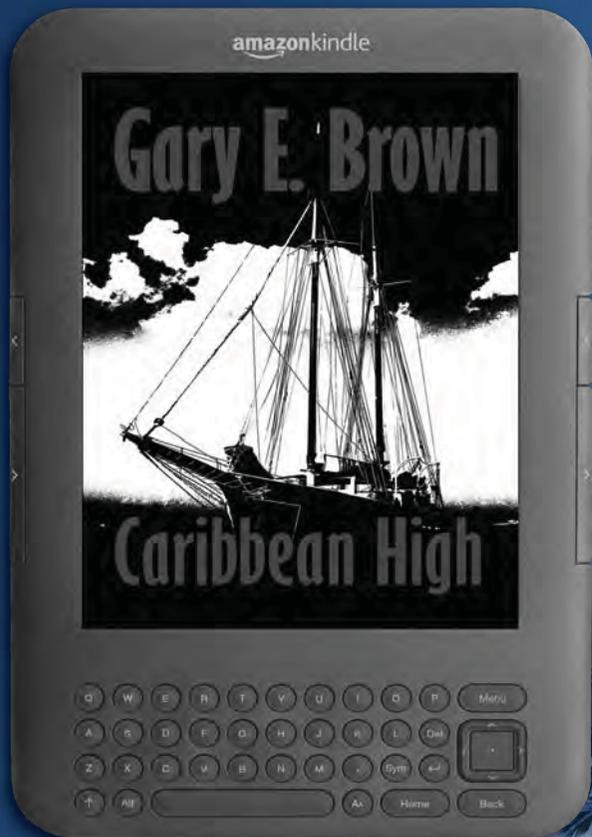
1 (14 oz) can sweetened **1 fresh coconut**
condensed milk **Fresh raspberries**
4 egg yolks **Fresh mint**
¼ cup fresh key lime juice **3 pkts (6 in a pkt)**
Whipped cream **chocolate dessert cups**

Remove coconut flesh from nut and slice very finely. (I use a potato peeler). Layer over cookie sheet and bake in the oven until crisp and golden. Set aside, but do not cover as it may become moist and soggy.

Preheat oven to 350°F. In a food processor, blend together condensed milk, eggs, and lime juice. Pour into a well-greased deep baking tray and bake in oven until small bubbles appear on top. Do not over-cook as you want the consistency to be silky rather than custard like. Let cool, then place in fridge overnight to set.

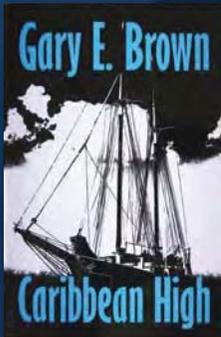
Take an ice-cream scoop, and scoop pie filling into delicate balls. Drop into chocolate cups. Top with whipped cream, coconut slivers, raspberries and a sprig of mint. Arrange on platter with a small dollop of cream at the base of the chocolate cup to act as glue and stop your dessert from slipping. 

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. Visit: www.shiptoshoreINC.com email: CapJan@aol.com or call (cell): 704-277-6521. Mention All At Sea to receive a discount.



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>



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