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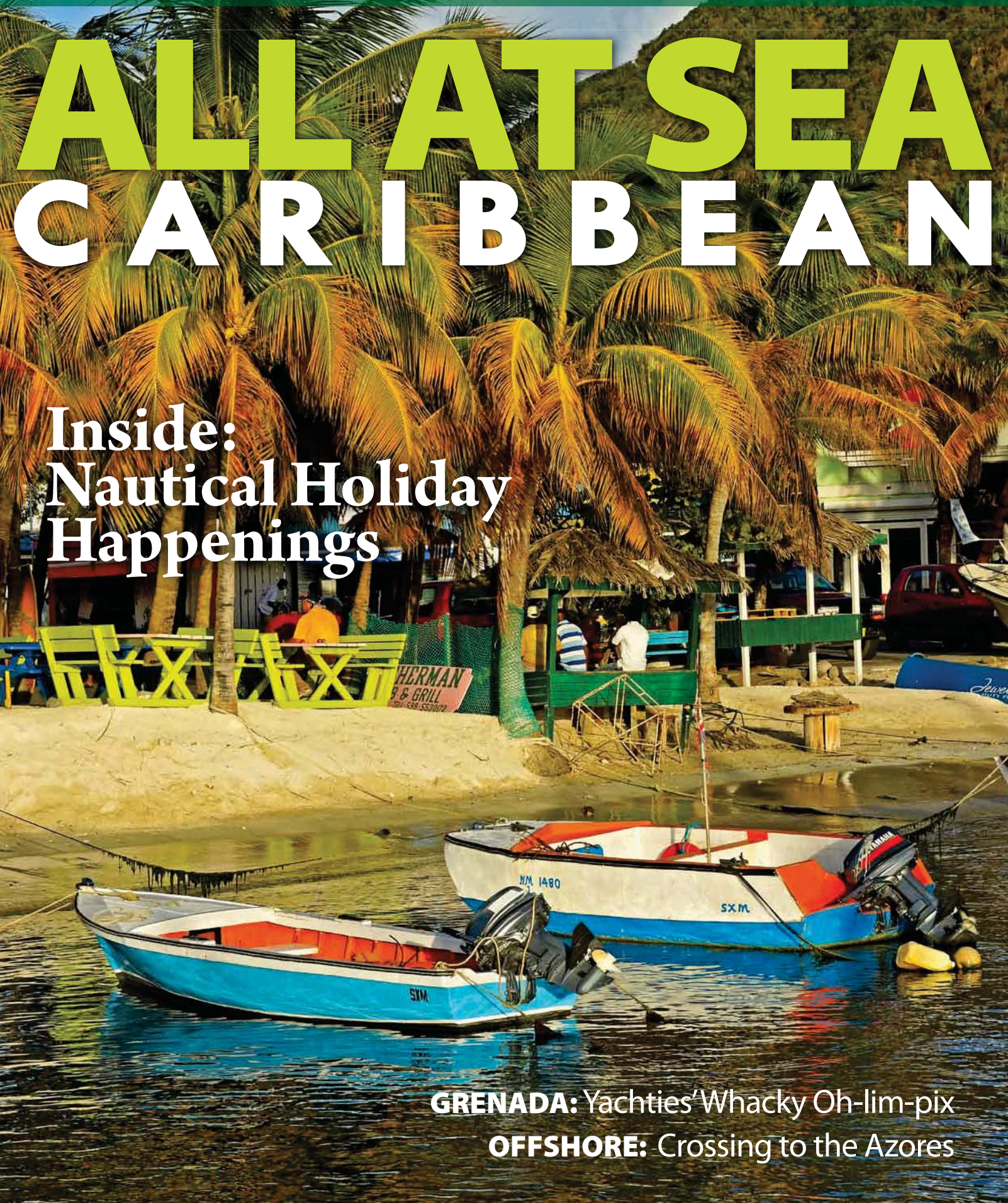

Inside: Nautical Holiday Happenings

GRENADA: Yachties' Whacky Oh-lim-pix

OFFSHORE: Crossing to the Azores

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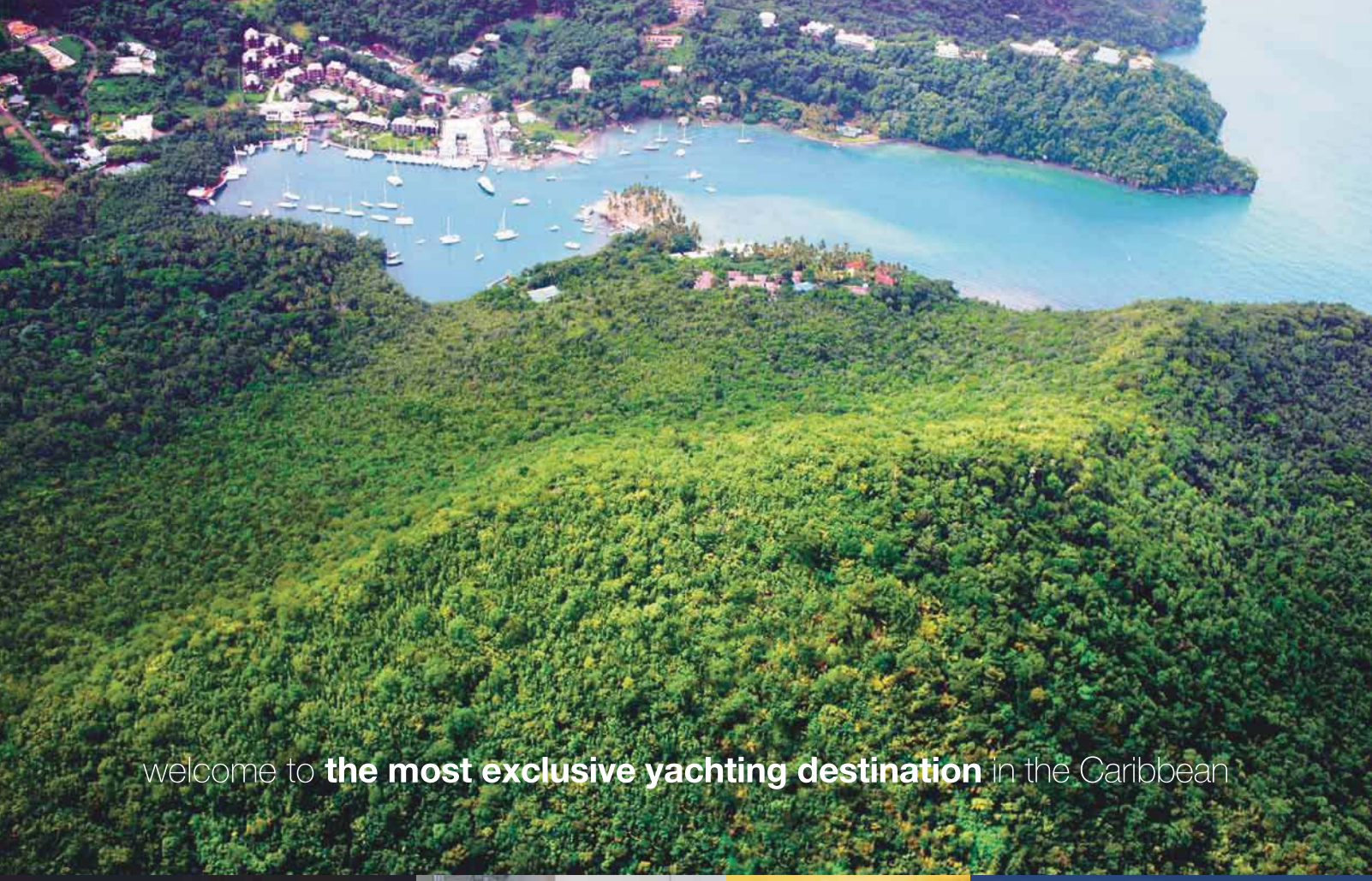

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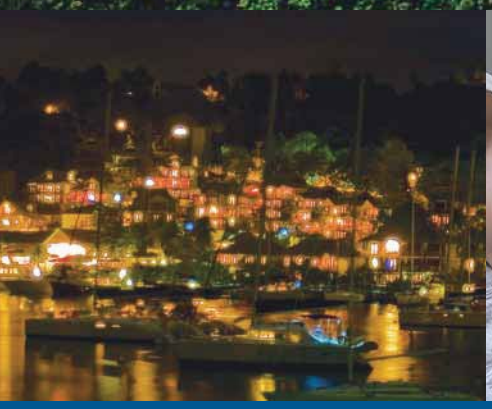

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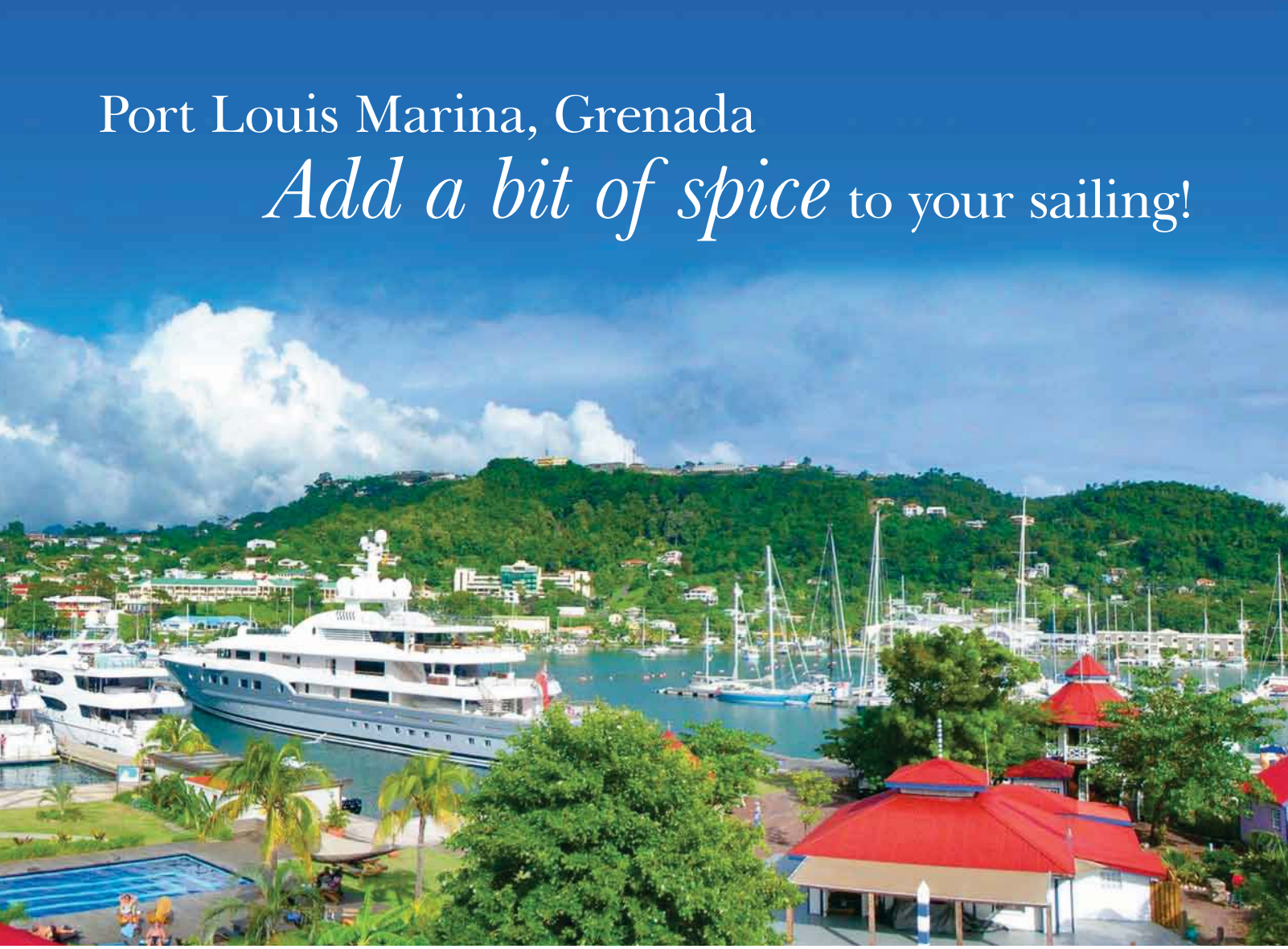

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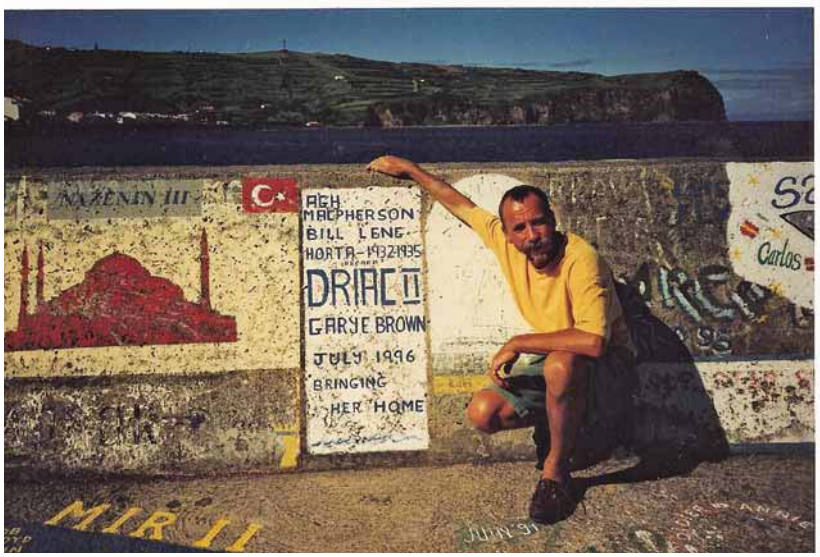
CRUISING AND OTHER SEASONS



The theme of this month's *All At Sea* is cruising, and what a splendid life it is. We are blessed with good writers and I particularly enjoyed working on this edition because it brought back so many memories.

For me, cruising goes hand-in-hand with voyaging but I don't think you should confuse the two. Voyaging takes us to the cruising grounds; it's the big adventure, the blue water passage that gets the adrenalin pumping. Arriving at the cruising grounds, we decompress; we have arrived, strange lands lie ahead and, like Christopher Columbus, off we go exploring, although hopefully without killing anyone.

Liesbet Collaert and husband Mark are contemporary cruisers who chronicle their adventures in *All At Sea*. Liesbet wrote a candid article for this edition (p34) explaining what it takes to live the cruising lifestyle and follow the dream. This practical article is most welcome and shows both sides of cruising: Beautiful sunsets, rum & cokes, dolphins gamboling beneath the bow. It also touches on the dark side … The dirt and expense of the annual haul out, breakages, boat maintenance and the everyday problems of living in a home that moves and one that is not connected to the grid. If you have the character to deal with the many inconveniences, then Liesbet suggests that cruising might be for you.

Writer and delivery skipper Andy Schell is another of our contributors who experiences the cruising lifestyle first-hand. Andy is the consummate seaman. He knows what keeps a boat and crew safe and what to do when the vomit hits the cabin fan. He is one of the only people I know who is still passionate about traditional navigation and who is as much at ease with a sextant as a GPS. For this edition (p38), he describes a voyage across the Atlantic to the islands of the Azores, a voyage that many Caribbean cruisers will make at the end of our sailing season. Next to the Caribbean, the Azores is one of my most favorite places on earth and one of my proudest moments was painting my boat name *Driac II* on the breakwater in Horta – a tradition that is carried on to this day. My boat name was visible for many years before slowly disappearing, eroded by the weather and others seeking to add their boat names to the famous wall.

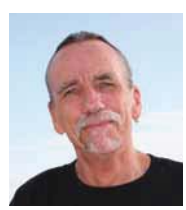
A group of good folks on my own island of St. Martin have come up with a wonderful scheme to help interest youngsters in the marine industry … get 'em building boats. Over the years, all sorts of incentives have been put forward in the schools but so many have stumbled at the first hurdle. This scheme is off the ground, or to be more precise, 'on the water' as high school students, with the help of industry professionals, have built and launched their first boat and are sailing it around the bays. This innovative scheme could extend to any island in the Caribbean and is a wonderful way to give back to the community. Take a look at the article (p61), and if you would like to comment, then send me an email.

Holiday season is upon us. It's time for Johnny Cakes, rum, eggnog and all the goodies that make this time of year so jolly in the islands. On page 44 you will find a guide to the festive happenings in our region put together by senior writer Carol Bareuther.

The production team at All At Sea would like to thank everyone for their support in 2012 and wish you a happy holiday season and peaceful New Year.

Shout "Ahoy" at your neighbors and smile. It's Christmas time in the Caribbean.

Gary E. Brown,
Editor



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THE CARIBBEAN'S WATERFRONT MAGAZINE

PHOTO: MARIA KARLSSON

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Happy Holiday Eating

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COVER SHOT: Fishing boats along the shore in Philipsburg, St. Maarten | **Photo: Bob Grieser**

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ALL AT SEA CARIBBEAN

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WHERE IN THE WORLD?

CONGRATULATIONS, JOANNE AND BILL AND THANKS FOR READING *ALL AT SEA*!

JoAnne and Bill Harris have been cruising for four years. They sailed from Texas to the Bahamas, up and down the U.S. East Coast, and then cruised back and forth through the islands of the Caribbean.

JoAnne says they recently went on a wonderful adventure to see the many great sites of Peru. During their travels, Bill took this photo of JoAnne trying to keep warm at the airport in Peru by reading the Caribbean's famous waterfront magazine, *All At Sea*.

The cruisers are working on a series of articles about their sailing adventures and we look forward to publishing them in a future edition of *All At Sea*.

Send us a picture of you reading *All At Sea* and you may win a free subscription. We will select one winner a month. Please send images & your information to: **subscribe@allatsea.net** or mail to: **382 NE 191st Street #32381, Miami, Florida, 33179-3899.**

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CARIBBEAN NEWS

A BRIEF LOOK INTO THE HAPPENINGS OF OUR WORLD

PHOTO: OCEANMEDIA

Delegates at the Caribbean Sailing Association Regatta Organizers' Conference held in St. Maarten October 21st – 22nd 2012

Caribbean Sailing Association News

The Caribbean Sailing Association (CSA) held their annual two-day Regatta Organizers' Conference in October. The conference was held at the Port de Plaisance marina in Sint Maarten and attracted some 30 delegates from around the Caribbean.

Cary Byerley, CSA President for the last five years, was not reelected and the role passed to Peter Holmberg.

In an invited comment, Mr. Holmberg said: "Nominations are made from the floor at each AGM, and being nominated, I agreed to accept the President's role for the year." He noted that his primary goal, during his term of office, would be to help organize CSA into a more professional organization. "The Caribbean is now one of the leading sailing regions in the world, and we have to be better organized and prepared to meet this opportunity and challenge. I will work with the other officers to better organize our internal operations, from establishing objectives and committees, to improving our accounting practices," he said.

Along with several presentations, Alison Sly-Adams discussed the role of social media in promoting regattas. Paul Miller and Alfred Koolen offered a Measurers' Report and CSA Rules Update.

One of the livelier presentations 'Understanding and working with Sponsors' was chaired by John Leone of Heineken Beer and David Antrobus of Sol Antilles. *(Gary E. Brown)*

Sint Maarten Marine Trades Representatives Visit Brazil

Members of The St. Maarten Marine Trades Association (SMMTA) recently attended the Sao Paulo Boat Show where they sought to diversify the current clientele of the marine industry by encouraging Brazilian Yacht enthusiasts to bring their vessels to St. Maarten. In a press release the association noted that the delegation was well received and said "expectations are that we will begin to see an influx of Brazilian owned vessels home porting in St. Maarten this season."

Carlos Aguilar Match Race

SAINT THOMAS, USVI – Twelve Open teams representing some of the best match racers in the world, both men and women, will put their skills to the test in the 5th Annual Carlos Aguilar Match Race (CAMR), presented by Ulysse Nardin / Trident Jewels & Time, December 5th to 9th.

Homegrown talent will be among the toughest and include skippers Taylor Canfield, ranked 11th in the world and winner of the King Edward VII Gold Cup at the 2012 Argo Group Gold Cup in October and America's Cup winning helmsman, Peter Holmberg. Five top-ranked women skippers are confirmed to compete.

The Open Champion in this International Sailing Federation (ISAF) provisional Grade Two event will be awarded either an Ulysse Nardin Lady Diver or Ulysse Nardin Maxi Marine Diver precision timepiece.

Carlos Aguilar Match Race – USA's Sally Barkow (left) and Finland's Staffan Lindberg (right) sail the Finals. Lindberg and his team were ultimately victorious

PHOTO: DEAN BARNES

Changes benefit Grenada Sailing Week

The newly formed Grenada Sailing Week (GSW) has a new logo, created by Dwayne Grainger, to go with their new website. The regatta has also embraced social media and news and views about the event can be found on their Facebook page – Grenada Sailing Week.

In a press release, GSW said they have made it easy to register for the event online, including payment of registration fees at "an unbeatable US$60.00 per boat."

The GSW Board says they are proud that Camper & Nicholsons is the main sponsor for the event, known as the Grenada Sailing Week Camper & Nicholsons Race Series. "Participants will benefit as in the past from the use of the ideal Port Louis Marina facility, so conveniently placed for access to racing courses and fully equipped to host post-racing events," the Board said.

Grenada Sailing Week, January 31st – February 5th 2013. Visit: www.grenadasailingweek.com

EVENT CALENDAR

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

ANTIGUA

DECEMBER 31
Nelson's Pursuit Race | **Sailing Regatta**
www.antiguayachtclub.com
yachtclub@candw.ag

FEBRUARY 7 – 10
Jolly Harbour Valentine's Regatta
Sailing Regatta | www.jhycantigua.com
nickwhite55@hotmail.com

BONAIRE

JANUARY 17 – 19
25th Bonaire International & Local Fishing Tournament
Deep Sea Fishing
www.bonairefishingtournaments.com
Bonaire@budgetmarine.com

KEY WEST, FL

JANUARY 20 – 25
Quantum Key West 2013
Sailing Regatta
www.premiere-racing.com
Peter@premiere-racing.com
781-639-9545

MIAMI, FL

FEBRUARY 14 – 18
Miami Boat Shows | **Boat Show**
www.MiamiBoatShow.com
lberryman@nmma.org
954-441-3227

PUERTO RICO

FEBRUARY 1 – 3
Club Nautico de San Juan Intl. Regatta | **Sailing Regatta**
www.nauticodesanjuan.com
vela@nauticodesanjuan.com
787-722-0177

ST. THOMAS, USVI

DECEMBER 6 – 9
Carlos Aguilar Match Race
Sailing Regatta
www.carlosmatchrace.com

DECEMBER 15
Around St Thomas Race
Sailing Regatta
styc.net | 340-775-6320

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A PERFECT GALLEY — A PERFECT IDIOT

BY CAP'N FATTY GOODLANDER

The reason I learned to write was to avoid manual labor—and, strangely, I now earn my living scribbling about how-to-do stuff I seldom actually do. Ironic, eh? And, of course, a sailor can become rather pompous while pretending to be an expert—especially when they know they don't *know* what they are talking about.

For example, a greenhorn recently emailed me, "What type of galley is best?"

This is a complicated subject, and, as we all know, fools rush in where wise men fear to tread.

Here's my reply:

The perfect galley doesn't exist because everything on a boat is a compromise—and, as important as eating is, it is not the only shipboard activity. (There's sex, for instance.) Besides, one cook's dream is another's nightmare. So, what we are about to discuss is a very individual, very personal thing—how to imbue the food we cook with l-o-v-e.

Heavy, eh?

Let's start with the lowly sink. On a small boat, there can only be one. It should be deeper than its shore-side counterpart, so it can do its job while heeled. Closer to the centerline is better—in any event, it must not begin to fill with water no matter how severe the heel.

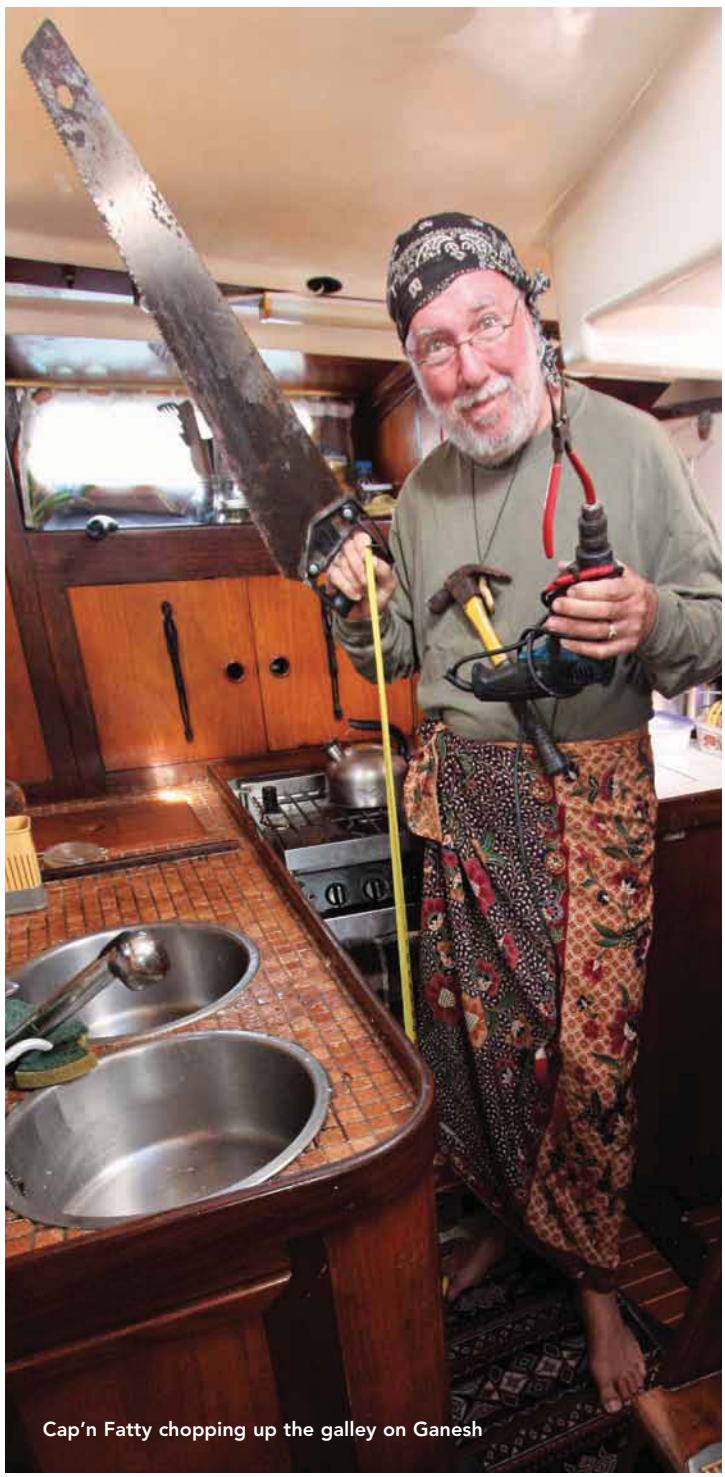
There should be a correlation between dish size and sink size—which is why the French favor two deep round sinks rather than one square one.

The drain is extremely important. It should be as large and straight as possible. Cooking grease stinks, literally, and will soon choke it off if small in diameter—so it is a huge advantage if it can be plunged and re-opened from inside the vessel.

This means the sink strainer must either be removable or coarse enough to run a plumber's snake down … or at least a small dowel or wire.

There has to be a shut off where the drain exits the hull—so the cook can shut it off in an emergency and/or when they are 'destinking' the drain with standing bleach or soap.

Minimum hose diameter is 1 inch; 1.5 is better.



Cap'n Fatty chopping up the galley on Ganesh

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The sink drain and the head output can be on the same side of the hull—but the watermaker's intake and the salt-water sink pump intake should both be very low and on the opposite side of the hull from the sink and head output.

The sink should be at a comfortable height—which isn't easy. Some people are short and others tall. Temporary steps or risers are a poor idea on an offshore vessel. Thus, if the cook is particularly short or tall, and they complain … well, the whole galley top area has to be moved up or down. (Sigh.)

The cook's hands should reach the bottom of the sink naturally, without being too hunched over or having 'chip-munk' hands.

There needs to be as much counter space around the sink and stove area as possible.

There should be four faucets. Yes, four! The main open-on-demand pressurized faucet should fill from your main freshwater tank—and, of course, go to your head(s) and shower(s) as well.

In addition to this faucet, there should be non-pressurized foot pump pulling from the same tank. Why? There are a number of reasons, mostly concerning saving fresh water. (You only need a few drops to dampen your tooth brush!)

The third faucet is the 'deck water' one. This is used mostly for dish washing and cleaning—and it's water is caught straight off your deck—by the simple and effective method of diverting some deck water into a special deck-fill with a spare rope (or temporary blocked off deck drains in the case of *Ganesh*).

This water is basically fresh rain water—but it can contain a lot of salt if you were impatient and didn't allow enough time for your deck, sails, and cordage to rinse—and it can also be dirty from anchor mud, dog-poop tracked aboard, and sea gull poop as well.

So we don't use this water during our tea break—unless that's the only water we have, and then, well, a little dog and bird poop tastes just fine!

In addition to catching semi-clean, semi-fresh water off the decks, we can catch water from our Bimini top and from a clean, dedicated foredeck water catcher.

The fourth faucet is for salt water. It is extremely important that this one be as 'splash & splatter' free as possible—as salt water is very corrosive.

We use the salt water primarily for the cleaning of crockery, etc. (Certain non-quality stainless steel cooking utensils shouldn't be stressed with the salt water. These will be easy to find—just look for the streaks of rust.)

We use the semi-fresh deck water primarily to rinse off the salt and for other cleaning chores.

This allows us to use our precious fresh water for drinking, cooking, and other forms of ingestion—and not much else.

How effective is this? Pretty effective. On our first circumnavigation, we could carry 60 gallons of fresh water, max. We filled up in India, and went four months in deserted Chagos—before taking on more fresh water in French Mayotte four- and-a-half months later!

Yes, it rained, and we effectively caught it.

Watermakers are expensive things. They require lots of spare parts—and some eat money faster than they make water. Do you need one to sail around the world? No. Would it be nice to have? We don't know, but we soon will—as *Ganesh* (our new Wauquiez 43) has an 80E Pur unit.

The fuel of choice is propane. It is hotter than butane. Forget alcohol stoves; the fuel is tough to find, doesn't burn hot, and is expensive. Kerosene stinks and needs to be primed; yeek! Wood and coal only makes sense if you are a survivalist, hiding aboard at the poles. (My friend Alva Simon froze himself in at 70+ north latitude for the winter—something I recommend you don't try at home!)

The bottom line: propane is (almost) the universal stove fuel for offshore live-aboard vessels. It is widely available, burns hot, is cheap, and you can carry lots of it in a small space.

So we don't use this water during our tea break—unless that's the only water we have, and then, well, a little dog and bird poop tastes just fine!

That's the good news. The bad news is that propane can, and does, kill people. It is dangerous! Why? Because it explodes. Why is it *particularly* dangerous aboard a boat? Because, should a leak develop—the gas does not slowly dissipate like in a house—but rather gathers and condenses in the bilge … until lit by a spark … and everyone dies.

Many offshore vessels that were 'never heard from again' actually exploded, in my humble opinion.

Collision and fire are the two things I worry about most offshore—not storms.

The main safety precaution is to carefully check your newly installed propane tanks for leaks EACH AND EVERY TIME you change 'em. There's special (completely non-corrosive) stuff you can use—we just use sudsy dish washing liquid on a sponge. Take your time. Any leak will expand a bubble. Watch carefully.

Technology, of course, can help. Most boats these days have a 12 volt electric solenoid to shut off the fuel at the tank—conveniently, from the galley. This device has saved a lot of lives but, like anything else on a boat, has its drawbacks.

If you lose your electrical power, you lose your ability to cook as well. To avoid this, many old salts put manual bypass valves running in parallel with the solenoid—but this adds cost and complexity.

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Another device that should be mentioned is the propane fume sniffer. These are located in the bilge—and work well. At least for a while. But I've never seen one working after four years or so—so I am reluctant to depend on one with my life.

The stove itself should be gimbaled AND able to be locked in place (in harbor or while boiling a huge pot of water for, say, lobsters).

There should be a minimum of two stovetop burners—but the more the merrier. Certainly three burners is a vast improvement over two.

The oven has to be able to get truly hot—at least 350 degrees. Bigger is better, of course, but space is always at a premium on a sailboat—even if it is 80 feet LOA.

It is nice if there's a broiler—although it is hardly necessary.

Many stoves are very expensive today. That's fine. However, many of these very expensive stoves are crap—which is *not* fine. The only bright side of this situation is that we have always managed to pick up gleaming $2,000 stoves in the dumpster—because their owner has deluded themselves that the new model might be more dependable—dream on, pal!

The placement—and easy of opening—of the galley utensil drawer is very important—but the most important placement after the sink and stove—is the trash bin.

Oh, dear! This is complicated. It must be super easy to use, quick to replace its plastic bag, and odor free. Usually the solution is to hinge it from the bottom so that it *wedges* open from the top. Its placement should be close to, but not directly under, the sink.

Most live-aboard boats these days have refrigeration. Given enough solar cells, wind generators, and batteries (translation: weight and money), these 12 volt units can run solely on renewable energy.

We have six solar cells on *Ganesh*, and our battery bank is almost always recharged by the sun before noon IF we are in the sunny tropics.

Knife racks should not empty during a pitch-pole—the last thing you need is a flying meat cleaver winging around the interior in gale force conditions.

… On and on I happily went for another 10,000 words or so—and then hit the 'send' button on my email program. I felt smug and self-righteous. *A fan in need is a fan indeed!*

The following day I received this response: "Er … what I meant was, like, 'U' or 'L' shaped?"

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*

SAILING WITH CHARLIE

THE OFF SEASON

BY JULIAN PUTLEY
GRAPHICS BY HANNAH WELCH

By now the Off Season is behind us. It's a funny thing but by the end of the summer season, as August winds down, everyone in the tourism industry is ready for a break; restful weekends and holidays are anticipated as employees wave goodbye to the last tourists with a sigh of relief. But by November the shoe is on the other foot and depleted bank accounts and bulging credit card debts are signaling a need for a return of visitors, hopefully with fat wallets. In other words the On Season is awaited with great expectations. The famous entertainer, Tony Snell, of the BVI's Last Resort, once bought a 'bargain' property in New Hampshire but then described the wisdom of his purchase with some doubt, "The place has four seasons: the wet season, the mud season, the fly season and the *off* season."

But how did the term 'Off Season' get to be coined. Charlie was given several explanations, "It's because it's time to get *off* the rock; time to broaden your horizons and see family and friends in other parts of the world. Or since it also happens to be the hurricane season, which can mean torrential rains and tropical downpours, perfect for breeding mosquitoes, the repellant Off becomes a much sought after remedy. Yep, that's it, the Off Season."

Charlie visited a French Deli one day during the Off Season and bought an expensive portion of smelly cheese. When he got back to his boat he found the cheese to be inedible. Next day he took it back to the shop and complained. The manager told him, "Zees sheese ees not *off*. Eet ees for zee mature palate." Charlie left the offensive comestible there and just presumed he was a victim of the Off Season.

Charlie was still not convinced that any of the explanations were really viable until one evening he was sailing into the BVI's North Sound and two of the lights on the channel markers weren't working. He explained the dilemma to the harbor master at Leverick Bay, "Ah," said the knowledgeable fellow, "yes, they've been *off* for a while. Don't expect they'll be *on* again until the season."

Then at the local waterfront bar Charlie took a seat next to his friend, Aussie Randy, and the subject of the Off Season came up. Randy immediately came up with the answer, "It's because we all have more time to relax and 'have it *off*'."

Charlie thought for a moment, "In America it's called 'getting it *on*'."

"Great," replied Randy, "we're covered for both seasons."

So there you have it! Charlie wishes everyone a happy and rewarding season; a jolly Christmas and a rollicking Boxing Day!

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

NAUTICAL BOOKS FOR THE HOLIDAYS

EDITOR'S CHOICE

TWO YEARS BEFORE THE MAST, WITH 'E' NOTATIONS

According to online book seller Amazon.com, 'eNotated Classics are a completely new approach that takes advantage of eBook technology to extend and enrich books in a way that's convenient to use and easy for the reader. Most eBooks are simple conversions of paper books; eNotated editions add an extra layer of meaning to bring the book to life in your hands'.

Heady stuff, but I have to agree. Earlier this year I was asked to review the Kindle version of Richard Henry Dana's *Two Years Before the Mast*, with eNotations by Chris Thomerson. In the eBook version of the famous sailing classic, simply highlight a word or phrase that you don't understand and up pops a thorough explanation. This has opened up the world of square riggers like never before and turned *Two Years Before the Mast* into a must read for anyone with even a slight interest in maritime history. Thomerson has done an extraordinary job. After reading this eBook you almost know enough to skipper a sailing ship! I can't recommend this book enough.

The eNotated *Two Years Before the Mast* (Kindle Edition)
AUTHOR: Richard Henry Dana / Chris Thomerson
Available from Amazon.com

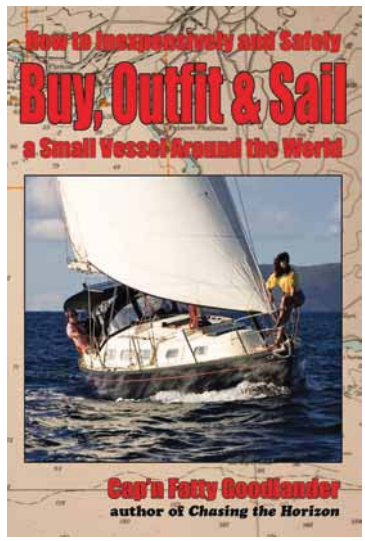
BUY, OUTFIT, & SAIL

Our own Cap'n Fatty Goodlander keeps us entertained with his humor but there is a serious side to the constant circumnavigator and it shines through in his book: *BUY, OUTFIT, and SAIL – How to Inexpensively and Safely BUY, OUTFIT, & SAIL a Small Vessel Around the World.*

Written in his own inimitable style, the Cap'n shows the reader that it is possible to circumnavigate on a boat that costs little money and finance the voyage "on the pennies a Scotsman throws away."

But there's more. This wouldn't be a Goodlander book without some home-grown philosophy and humor and there are plenty of both strewn across the pages. You might not agree with everything he says, but the point of the book is to get you off the couch and turn your cruising dreams into reality.

The author says: "The primary aim of this book is to assist the frugal, safety-conscious sailor in the purchase and repair of a modest sailboat capable of circumnavigating."

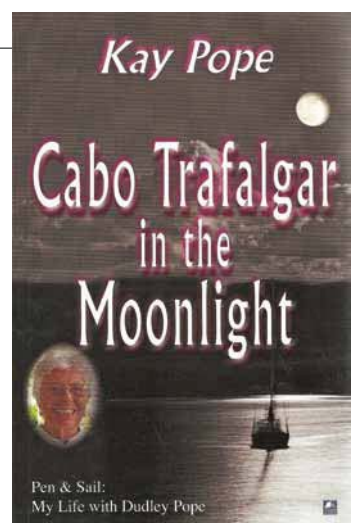


There is no doubt that the advice offered in this book is affective; Fatty, and his previous boat *Wild Card* and his new boat *Ganesh*, are proof of that.

Fatty Goodlander is the only person who could write this book. My only criticism is that he didn't write it sooner.

BUY, OUTFIT, & SAIL
AUTHOR: Captain Fatty Goodlander
Paperback or eBook
PUBLISHER: CreateSpace Independent Publishing Platform
ISBN-10: 1456310038 ISBN-13: 978-1456310035
Available from Amazon.com or through
http://fattygoodlander.com

CABO TRAFALGAR IN THE MOONLIGHT



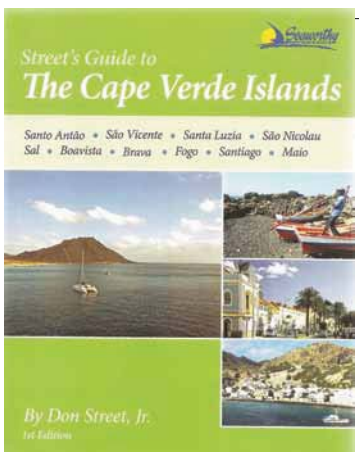
Many years ago I read a series of historical novels written by naval historian Dudley Pope, about the adventures of naval hero Lord Ramage during the time of Nelson. When I arrived in the Caribbean, I was thrilled to learn that Pope was living aboard his boat—named after his fictional hero *Ramage*—in St. Martin and it was a great thrill when I was invited onboard. Although I never had the pleasure of meeting Dudley Pope or his wife, Kay, I did get to know their daughter, Victoria. And it was through Victoria that I received a review copy of Kay Pope's book: *Cabo Trafalgar in the Moonlight.*

In her book, Kay describes her life with the author and takes us into a world of creativity rarely seen. This is much more than a sailing adventure, it's a heart-warming love sto-

ry about two people sharing a life inspired, and supported, by wonderful stories about the sea. This is Kay's very personal account of her life with Dudley Pope. Her descriptions of people they met and places they lived during their long marriage are a joy to read. Through her book, she shows us how the world of publishing has changed, how strange life in the '60s and '70s now seems, and how together two people can beat the odds and fulfill a dream.

This inspirational book, with its roots in sailing past and present, will make you laugh and cry.

Cabo Trafalgar in the Moonlight
AUTHOR: Kay Pope
Paperback or eBook
PUBLISHER: House of Stratus
ISBN-10: 075512278X
ISBN-13: 978-0755122783
Available from Amazon.com



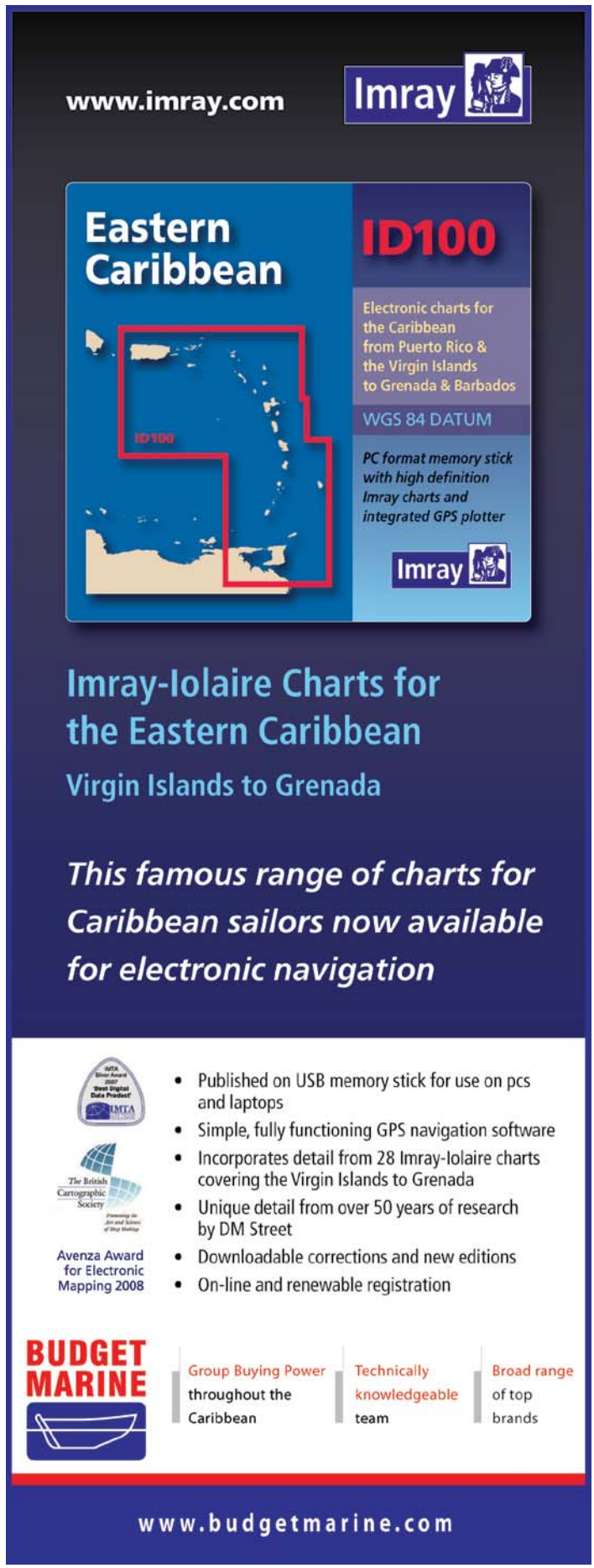
GUIDE TO THE CAPE VERDE ISLANDS

My bookshelf is full of cruising guides and pilot books. Some are so out of date they should have been buried at sea long ago. Now, there's a shiny new cruising guide on my shelf and this one is by the master himself, Don Street, Jn.

Street's latest guide covers a group of islands that many now use as a stopping off point before crossing the Atlantic to the Caribbean. *Guide to the Cape Verde Islands* is rich in detail and as you would expect from Street, mentions every rock, reef and rest-stop in the archipelago. Don writes in the folksy style of which I never tire. This is hands on stuff; a bit like having the old sea dog on board looking over your shoulder.

Richly illustrated with charts and color photographs, the guide contains all the information you need to change the Cape Verde Islands from a quick port of call, to cruising grounds in their own right.

Guide to the Cape Verde Islands
AUTHOR: Donald Street, Jn.
PUBLISHED BY: Seaworthy Publications
ISBN-13: 978-1892399-34-2
ISBN-10: 1—34-2892399-34-2
Street's guides are available from:
www.seaworthy.com & www.imray.com



CLUB NAUTICO DE SAN JUAN INTERNATIONAL BILLFISH TOURNAMENT

102 BLUE MARLIN RELEASED

Club Nautico de San Juan's 59th International Billfish Tournament (IBT) concluded with a spectacular 102 blue marlin releases, plus achieved another milestone in billfish conservation history by being the first tournament to partner with the National Geographic Society in the deployment and recovery of billfish Crittercams six times to capture images of these magnificent fish in their natural environment.

"We set a new record this year of an average of 2.5 blue marlin released per boat. It was a very successful tournament," says tournament chair, Miguel Donato.

Gaviota, a Viking 52, won the Top Boat trophy by being the first to release six blue marlin.

Joe Vizcarrondo, *Gaviota*'s owner and angler, explains, "We've fished in this tournament for over ten years and this is the first time we've won overall. One of the great secrets to our success was Capt. Luis Infanzon. He diligently stayed in position and tried to raise fish. The fact that he stuck to his method is why we finished the way we did."

Gaviota's anglers, Vizcarrondo, Ricky LeFranc and Frankie Mirandes, collectively released three blue marlin the first day, two the second, and one on the fourth and final day of fishing.

Four other boats also released six blue marlin by the time lines out was called at 4:00pm; they are, in order of finish: *Amigo*, *Jean B* and *GinPoleAde*.

Best Angler Overall trophy and Best Visiting Angler went to Ecuador's Miguel Sosa, who was the first to release four blue marlin, while Scotland's Malcolm MacDonald won Second Visiting Angler with three releases, followed by Jason Rutkin (USA) with 800 points or two releases.

***Gaviota* was Top Boat at the Club Nautico de San Juan International Billfish Tournament**

PHOTO: MARK SMESTAD

Best Local Angler went to Puerto Rico's Bruno Rodriguez (four releases), followed by Efrain González Caro (1200 points) and Nicolas Carvajal (1200 points).

Fourteen international teams competed and Club Nautico de San Juan #1 'dream team' of experienced anglers came in first with eight blue marlin releases.

The CNSJ #1 team anglers were Jaime Fullana fishing aboard the Buddy Davis 74, *Bolita*; Gustavo Hermida aboard his Hatteras 72, *Fish Hunter*; and Bruno Rodriguez, fishing from his Jim Smith 53, *Amigo*.

Jaime Fullana, who released three of the dream team's eight marlin and who has being an Organizing Committee member for decades, said, "We enjoyed perfect fishing, perfect weather and a bit of luck. It's a great feeling to win."

Puerto Rico's Stephanie Lebron, fishing aboard the Bertram 54, *Tati-Way*, successfully defended her title and earned Best Female again this year with two releases. "I caught the first fish on the third day of fishing," explains Lebron. "It was over 500lb; the largest I've ever caught. It took me over 45-minutes to reel it in and make the release. I am so proud of that fish."

Along with six successful NGS's Crittercam deployments, several pop-up archival satellite tags were also placed in released blue marlin. Five tags placed in last year's tournament have already been recovered.

Lebron released her second blue marlin, a smaller fish that took just ten-minutes to fight, on the final day of fishing. She beat six other female anglers competing in the tournament.

A total of 102 blue marlin were released by 148 anglers from eight countries fishing aboard 43 boats.

The IBT is a well-orchestrated fishing competition that boasts nightly parties, a spectacular boat parade, special Ladies Program, a Shoot-Out start past the famous El Morro Castle, honorary jet fly-over welcoming the fleet back to shore and a tournament finale Gala Awards Banquet where over 30 prizes are presented.

In addition to its partnership with the National Geographic Society, the IBT welcomed professionals from The Billfish Foundation and International Game Fishing Association (IGFA).

Along with six successful NGS's Crittercam deployments, several pop-up archival satellite tags were also placed in released blue marlin. Five tags placed in last year's tournament have already been recovered.

For results, videos photos and more, visit: www.sanjuan international.com

GALS TRIUMPH IN 'REEL CHALLENGE' OF THE SEXES

BY CAROL M. BAREUTHER

PHOTO: ALDA ANDUZE

Guy/Gal Tournament Overall Winner *Living the Dream* (from left): David Johnson (owner/relief captain), Chelsy Harris (angler), Robyn Finch (angler), Nichole Johnson (owner/angler), Darby Schneider (angler), Sarah Ridgway (angler), AK Lovarco (mate), Austin Schneider (captain)

The gals triumphed for the sixth time in the St. Croix Golden Hook Fishing Club's 13th Annual Guy/Gal Tournament. Nicknamed the 'reel challenge' of the sexes, the guys did catch their fair share of fish as well as help raise $5,000 for the island's St. Mary's School. Seven boats fished the tournament held September 29th and 30th.

The gals fished first and collectively put a whopping 828.7lb of fish on the dock by day's end. This total, says Trish Rhodes, a long-time lady angler who competed aboard the 52ft Hatteras, *Producer*, "was more than the whole Golden Hook Fishing Club caught last year! We have not had a really great showing of fish on the dock in years. I think this may be due to the cracking down of long liners south of us."

The gal team aboard the 65ft Hatteras, *Living the Dream*, which included Nichole Johnson, Darby Kirby, Sarah Ridgway, Chelsy Harris, and Robin Finch caught eight fish for 207.6lb and won Best Gals Boat. David Johnson, who shared helm duties with Austin Schneider, says, "We started working Lang Bank to the east of St. Croix early. We targeted wahoo since all the mahi we saw and heard

that were caught, were small. The girls caught four wahoo early and were neck-and-neck with the vessel, *Andy*, on hook-ups, so we knew the competition was stiff. We headed west after lunch and found a palm tree floater, but there were only small jacks, triple tail and mahi. Then we headed to Salt River to work the north shore, east, back towards town for the weigh-in. That's when the girls caught four more wahoo."

The next day, the guys team aboard the 26ft center console, *La Mensajera*, not only won Best Guys Boat with five fish for 155.8lb, but owner and angler Jose Sanchez Sr. set a new island record by catching a monster 61.2lb wahoo. Mate Edgar Bengoa tells, "The fishing rod screamed just after 10:00am and the fight was on. I told Jose to take the rod and he started working the fish. When we saw how big it was I started saying 'that's a winner!' I gaffed the fish and it felt like I was pulling up a 100-pounder."

The next day, the guys team aboard the 26ft center console, *La Mensajera*, not only won Best Guys Boat with five fish for 155.8lb, but owner and angler Jose Sanchez Sr. set a new island record by catching a monster 61.2lb wahoo.

Living The Dream proved the Overall Winner after the guys team of Jason Foust, Eric Schindler and Matt Ridgway along with mates/anglers Chad Sheraw and AK Lovarco caught five fish for 145.5 lb, to put the vessel's two day gal-guy total at 13 fish for 353.1lb. The secret to the vessel's success were many, explains Johnson. "The Girls Team practiced a lot and did an amazing job, the captain had the boat in top shape and the mates made sure we had all the right gear. We also used the tuna door to pull the larger fish in so we did not have any missed gaff shots. Everyone was decked out in our new 'Living the Dream Fishing Team' shirts, so we looked as good as we fished."

In other awards, *Andy* placed Second Best Gals Boat with eight fish or 199.5lb, and *Two Fer Sure* rounded out third on the Gals day with seven fish for179.2lb. *Two Fer Sure* anglers Denise Sedgwick and TJ Sedgwick caught the tournament's second and third largest fish: 47.9lb and 38.6lb wahoo, respectively. *Living the Dream* sported the Second Best Guys Boat, while *Leisure Lady* finished third on the Guys day with five fish for 111.8lb.

For information about upcoming tournaments, visit www.fishstx.com

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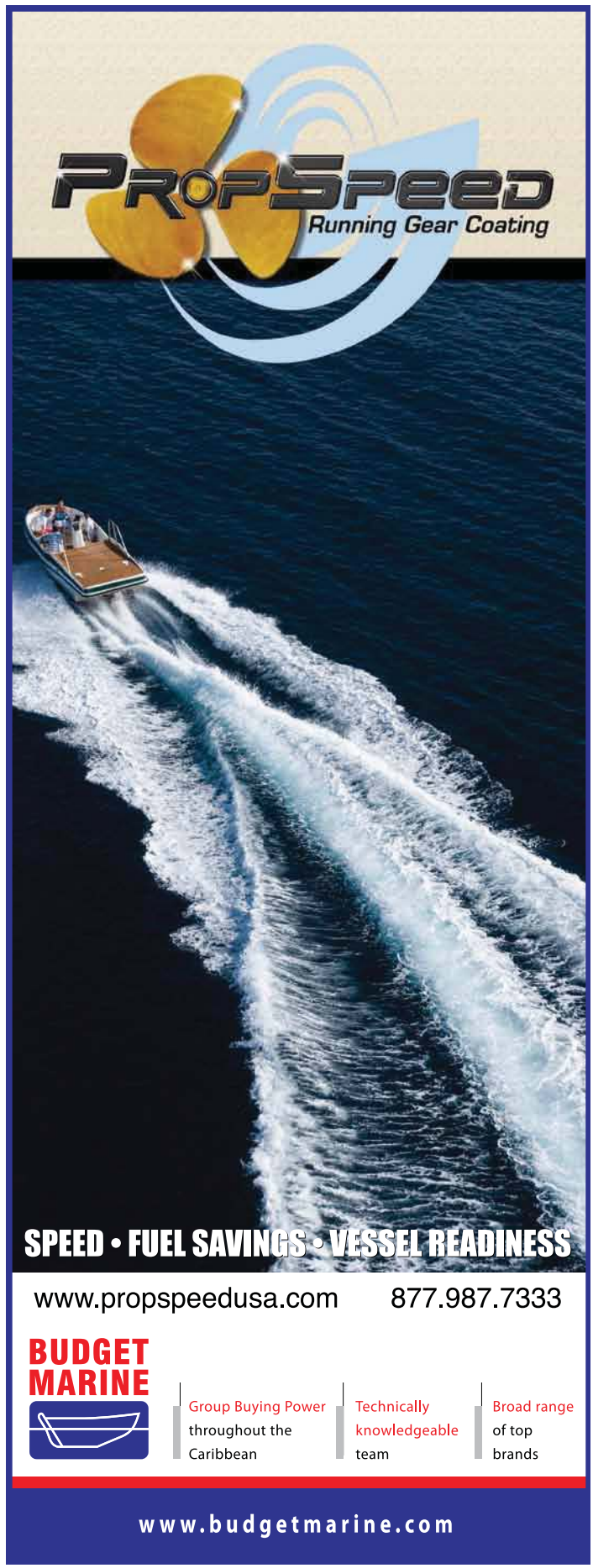
Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.



FRANCES NUNES, JR. MEMORIAL FISHING TOURNAMENT & SEAFOOD FESTIVAL

BY CAROL M. BAREUTHER

JD Hall and Kit Hall on *Not Chief Yet*, receive their prize from Ita Nunes, widow of Frances Nunes Jr.

PHOTO: KEVIN JOHNSON WWW.KEVINJOHNSONPHOTOGRAPHY.COM

ANTIGUA – Fishing and feasting were the theme of the day for the 6th Frances Nunes, Jr. Memorial Fishing Tournament and Seafood Festival. The event brought in a flood of fish and plenty of people to feast in Antigua's Nelson's Dockyard on September 30th.

Twenty-five boats competed for prizes in this Antigua and Barbuda Sport Fishing Club-hosted tournament. The fleet reeled in 62 fish for a collective weight of nearly 1700lb. The fight for Champion Boat Overall was extremely close. JD Hall's 34ft Boston Whaler *Not Chief Yet* won with a catch that topped the scaled at 278.5lb, while the vessels *Blue Rapid* and *Vitamin B* were close behind with 265lb and 244.25lb of fish, respectively.

"We went to the northwest, our usual fishing grounds for years and about an hour out from the dockyard," explains Hall. "We had our first strike at 7:20am and the fish busted the leader. A half-hour later, we had four strikes and caught them all. After that, we knew the fish were there and spent the next eight hours trolling in a two-mile area. By the end of the day, we had lost 12 strikes, but still landed nine wahoo to win. It was a great day."

It was Hall's father, Kit, who reeled in a 55lb wahoo to win the Largest Fish Caught by a Male and Largest Wahoo awards.

"I knew it was a big fish from the first bite," Hall explains. "You can tell the size of the fish from the initial run, the way it spools the line, and this one almost took it all."

Not Chief Yet scored yet another award for angler Shamel Delabanque's Largest Kingfish, a 14.75-pounder.

Meanwhile, Champion Boat in the small boat division went to Capt. David Fuller at the helm of his 24ft Boston Whaler, *El Gringo*.

"Several boats went to the northeast of the bank, that's why I choose to go to the southeast," Fuller tells. "We started catching fish within a minute. Our last strike came at 9:00am. We caught all 151.25lb of wahoo in the first two hours of the tournament."

Interestingly, while the *El Gringo* crewmembers were reeling in their wahoo, Fuller's nine-year-old daughter, Olivia, tended the helm.

Another young person who enjoyed a great day was four-year-old Logan Langlois. Langlois was the youngest angler of the tournament and he also caught the Largest Dolphin of the tournament, a 16.25-pounder, aboard the vessel, *We Going*.

In other awards, Frances Fuller fishing aboard *Blue Rapid* caught the Largest Fish Caught by a Female, a 45lb wahoo; *Blue Rapid*'s Justin Baretto caught the Largest Fish Caught by a Youth, a 35.5lb wahoo; while Davide De Munare on *Puravida* caught the largest and only tuna, an 11.25-pounder.

Crowds gathered in the Dockyard to watch the weigh-in, feast on seafood and purchase the fresh catch as soon as it came off the scales.

The tournament honors Francis Nunes Jr., who played an integral role in the development of sports fishing on Antigua and Barbuda.

For information on upcoming tournaments, visit: www.antiguabarbudasportfishing.com

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

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EIGHTEENTH ANNUAL NEVIS SPORT FISHING TOURNAMENT

BLACKFIN DEFENDS CHAMPION BOAT TITLE

BY CAROL M. BAREUTHER

PHOTO: NEVISPAGES.COM

The team aboard *Blackfin*, winners of the 18th Annual Nevis Sport Fishing Tournament (from left): Pele Wilkinson, Kenisha Christmas, Tracy Gallipot-Rigby, Captain Clivin Christmas, Dave Mills and Brad Jarvis

Nineteen boats hailing from St. Maarten, St. Barths, Antigua, St. Kitts and Nevis with eighty-two anglers aboard competed in the 18th Annual Nevis Sport Fishing Tournament on October 20th, organized by the Nevis Yacht Club and hosted by the Oualie Beach Resort. By weigh-in time, it was Capt. Clivin Christmas aboard his 31ft Blackfin Express, *Blackfin*, and his anglers that brought a whopping 248.3lb of fish to the weigh-in, making it the third consecutive year *Blackfin* has won the Champion Boat title and Christmas' eighth time in the winner's circle.

"The secret to *Blackfin*'s success revolves around good equipment, a stable work platform to haul in the fish, consistency of depth along the bank and a crew you can rely on to finish off the job," says Christmas.

The team aboard *Blackfin* – Christmas, gaffers Dave Mills and Pele Wilkinson, hauler Brad Jarvis, plus two accomplished lady anglers, Kenisha Christmas and Tracy Gallipot-Rigby, headed some 25 miles due east of Nevis to the Barbuda bank. Here, the team trolled for the prolific wahoo that swim the natural channel between Antigua and the Leeward Islands, catching most of their fish before 11am and after 2pm.

In other awards, Nevis-based *Askari* won Second Best Boat with a catch of 139.7lb, while fellow Nevis vessel, *Fast Forward*, took top prize in the under 25ft category with 45lb of fish. Nevis' Christopher Weinphaul, on *Grouper Scooper*, won best Junior Angler for reeling in a 26.7lb wahoo, while *Blackfin*'s Ribgy earned top Lady Angler with her 34lb wahoo. In prize categories for the heaviest individual species, prizes were awarded to: *Askari*, 34.2lb kingfish; *Blackfin*, 13.2lb tuna; *Natalie Kate*, 60.8lb dolphin; and *Blackfin*, 50.5lb wahoo.

"It is always a pleasure to host the annual fishing tournament at our small beachfront resort," says John Yearwood, managing director of the Oualie Beach Resort. "The visiting anglers come from the surrounding islands, Europe and the USA and rave about the unspoiled beauty of Nevis and local delicacies such as goat soup. This year we even had entrants from Australia and Holland."

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

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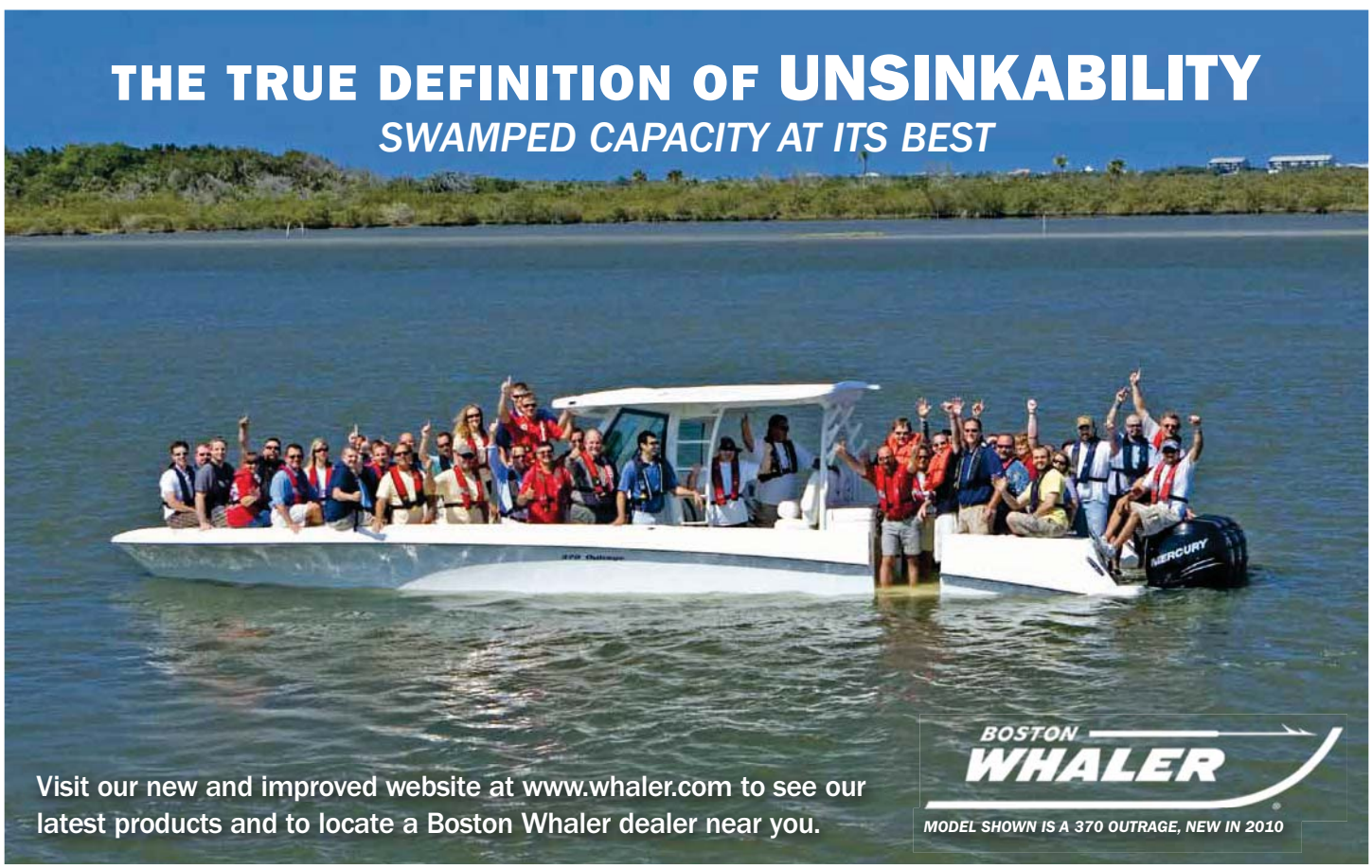

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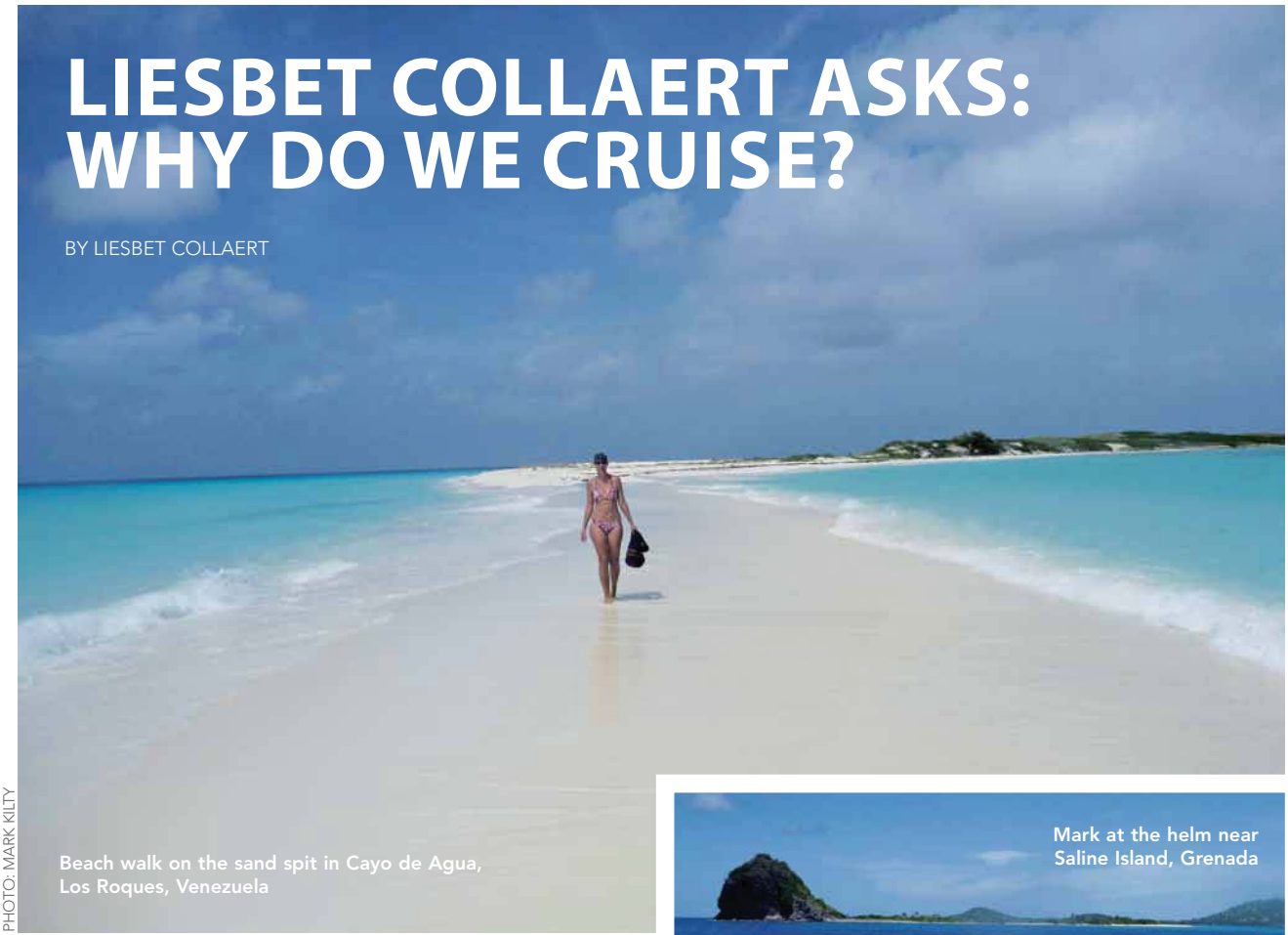
LIESBET COLLAERT ASKS: WHY DO WE CRUISE?

BY LIESBET COLLAERT



Beach walk on the sand spit in Cayo de Agua, Los Roques, Venezuela

PHOTO: MARK KILTY

Mark at the helm near Saline Island, Grenada

PHOTO: LIESBET COLLAERT

Sailing the Caribbean waters, living aboard indefinitely, taking your floating home from one exotic place to another is an interesting concept … To many people living a 'normal' life on land, living on a sailboat represents a life of freedom, beauty and perfect tropical weather. They imagine the sailing couple—whether they are friends, family or strangers they read or hear about—sitting on a sugary white beach, swaying in a hammock between palm trees, sailing with full sails over translucent water, swimming in the crystal clear sea, sunbathing on deck, snorkeling with turtles, rays and colorful fish or sipping a piña colada in the comfortable cockpit, while the sun drops below the horizon.

The reality is often far from that. When cruisers hang out in a bar during happy hour, you hear them talk about that last major squall that ripped their jib, the fact that their fridge is broken; the best remedies for seasickness, the unavailability of parts for their water maker or the annoyance of being stuck in harbor because a generator part they ordered is delayed. Information about what to get where and how is exchanged and helping hands are offered.

Boat parts are harder to come by on most of the Caribbean islands and they are expensive. Because our floating homes get kicked around a lot by wind and waves, things break often. The salty environment doesn't help. When you captain a sailboat, not only do you have to be capable of sailing and navigating your boat, you also ought to be a diesel mechanic and a general handyman. You never know where and when something will fail and you better have some spares aboard. The adage 'Sailing is fixing your boat in exotic places' comes to mind often.

Another saying cruisers know all too well is B-O-A-T or 'Break out another Thousand'. That's right, we pay in 'boat

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View of the anchorage from 'Palm Beach' on the island of La Blanquilla, Venezuela

PHOTO: LIESBET COLLAERT

units', every unit representing US$1,000 and many of those are spent a year. Owning a boat is in my experience NOT the cheapest way to travel the world (Gone are the days I lived out of a backpack for US$5,000 a year), but it can be done very affordably, depending on the kind of sailboat you purchase, the amount of things that break and/or you can't fix yourself and your level of comfort. Daily life is cheap if you cook all your own meals, sail as much as possible (you do have a sailboat after all!), don't go out often, and if nothing major breaks.

Most of the sailors out here are retired and have sufficient money to live on and keep their boat afloat. Younger people might have to make money along the way to not only maintain the boat, but also maintain the lifestyle. That 'little' fact adds extra stress and frustration to the already quite hardy and busy boat life. As any cruiser can confirm; nothing is easy when you live on the water. Grocery shopping takes half-a-day and some needed items are hard to find. Raising sails, lifting dinghies and hauling jerry cans full of water and fuel breaks your back. Where is the nearest Laundromat? How about propane? Washing the dishes, cleaning the interior, checking the engines, tuning the rigging; boat errands never totally stop. You can hire local 'professionals' to help out with the unending list of boat projects, but that will cost you. How long will you have to wait around and will it be done right?

Before idealizing or desiring a life afloat, you have to realize the lack of comfort and what is involved. Don't forget your dependency on the weather, local customs and languages and managing a 'moving' household, while using a small dinghy as the only transportation device. Now why would anyone choose a lifestyle like this, you wonder? I ask myself that very question frequently and imagine sailors are a stubborn lot … But then I'd be 'out there' sailing along at seven knots, staring at the horizon and observing a playful pod of dolphins, blue skies overhead and turquoise seas underneath. I would arrive at a pretty, remote anchorage with a gorgeous beach lined with picturesque palm trees. I'd go for an amazing snorkel and finish the day with a rum & coke (with ice!) in our cockpit, while the sun gloriously turns the sky red. At night I would gaze at the millions of stars and think to myself, "This is why I am sailing. Let's keep doing it just a tiny bit longer …" One perfect day is worth all the other 'trouble'.

Liesbet Collaert is a former teacher and freelance writer who lives and cruises on S/V Irie *with her husband, Mark. Visit: www.itsirie.com Blog: http://xwaters.com/blogs/liesbets-blog*

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CROSSING TO THE AZORES

LANDFALL IN THE MID-ATLANTIC SAILORS' PARADISE

STORY BY ANDY SCHELL
PHOTOS BY MARIA KARLSSON

In 2011, my wife Mia and I crossed the far north Atlantic. We sailed from Annapolis, bound for Ireland, finally taking our departure from St. Pierre, a tiny French island ten miles south of Newfoundland. Twenty-three days later, we landed in the village of Crookhaven, just around the corner from Fastnet and the famous rock.

It was a conscious decision to go north. To go via the road less traveled. We went north because we hoped we'd get to see the southern regions professionally one day.

Less than a year later, we did.

After departing Bermuda, we spent 12 uneventful days at sea aboard *Kinship*, a Saga 43 we were asked to deliver with its owner, and two remarkable weeks exploring the Azores, an archipelago in mid-Atlantic that I scarcely knew existed prior to the trip, and which held zero expectations for me. I ... we, all of us, including *Kinship*'s owner and Ursula, our fourth crewmember – we're blown away.

Horta, on Faial's east coast, is the traditional landfall for boats crossing the Atlantic from points west. The large marina is nestled in a sheltered basin with the town front providing a backdrop and 7,000ft Pico rising to the east, across the channel.

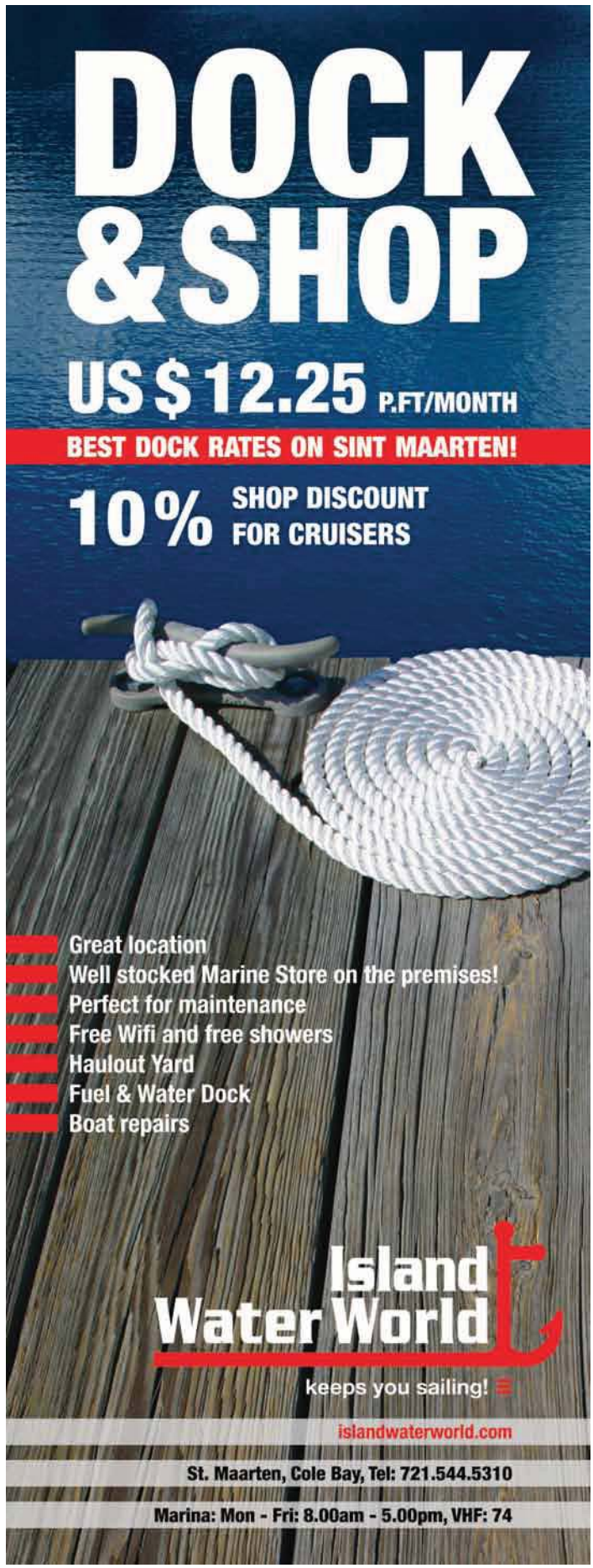
What was most startling was how lush, how green the island and its neighbors are (the storm a week later gave us an indication as to why). What a refreshing juxtaposition from the flat scrubland of Bermuda, where people go for the color of the water and not the landscapes.

Mia and I rented mopeds – cheaply, I'll say, at 30 Euros for 24 hours – and covered the entire island with our friend Darren leading the way on a moped of his own. We raced around the surprisingly nicely paved roads, stopping in several villages along the way for coffee and fresh bread, or zipping down to one of the black sand beaches for a quick look at what the fisherman were up to. The altitude, as we

The magical view on a clear morning from the marina across the channel to Pico, rising above the clouds

ascended the volcanic island, brought with it cool air and we wore jackets and beanies to ward off the chill.

I yearned to get beyond the scenery – which is *astounding* – so along with *Kinship*'s crew, we spent many an evening touring the back streets of Horta looking for local culture in the island's cuisine. Mia had asked a young lad at the chandlery in town for a good place to eat 'a bit off-the-beaten-path'. He complained that all the yachties only ever see the marina, Peter Café Sport and the half-kilometer of road connecting the two. While Café Sport is legendary in sailing lore—we had our first celebratory beers there—we longed to see the real Horta. The guy at the chandlery directed us down a few back streets – the sidewalks all paved in iconic stone patterns – where we found the Atlantica Snack Bar, which, despite the informal name, was a fantastic local seafood restaurant offering fresh-caught fish and cheap, delightful Portuguese wine.



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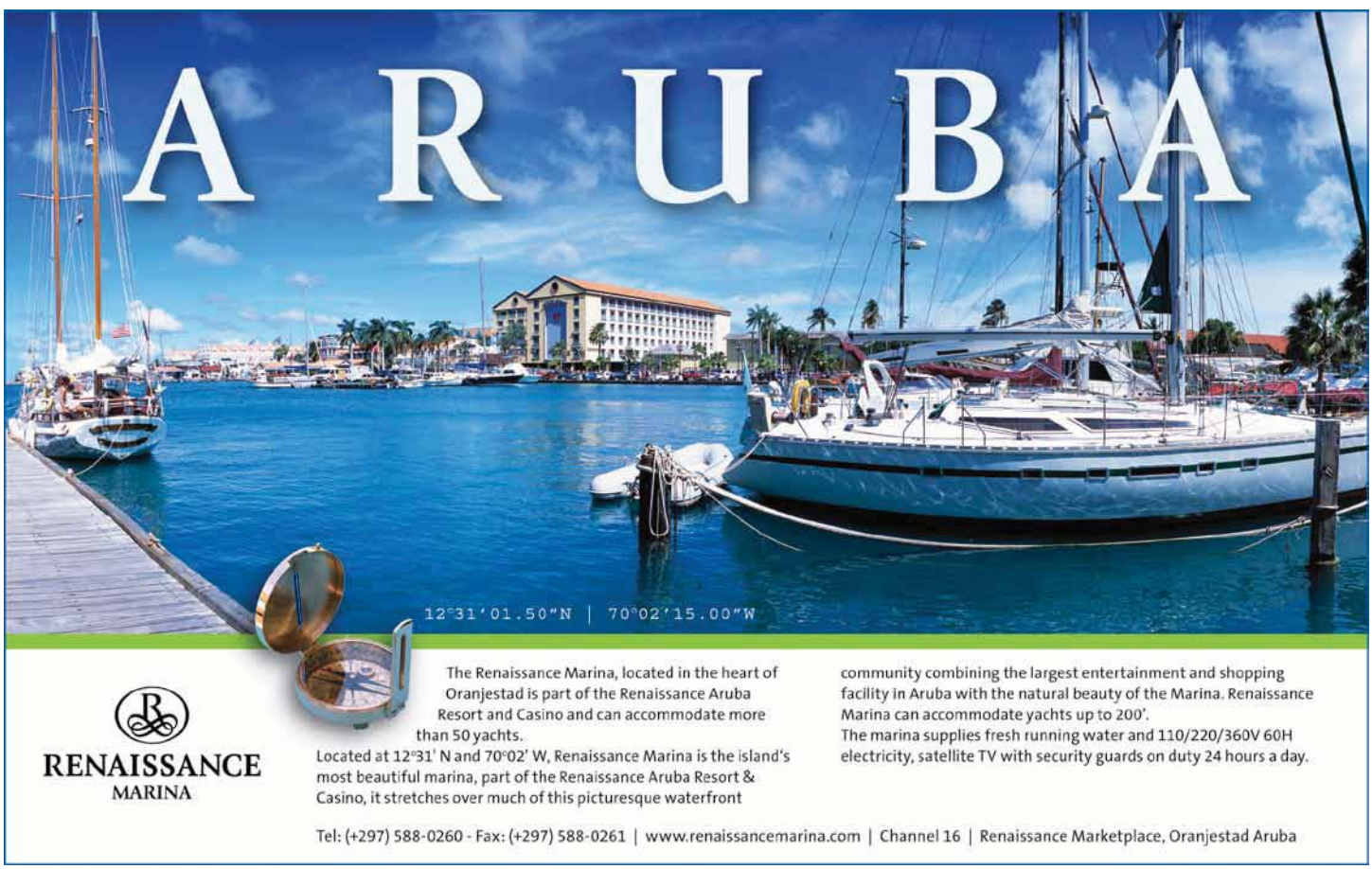

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The crew of *Kinship*'s sister Saga 43, *Talisman* adding to the famous wall-paintings that surround the marina in Horta

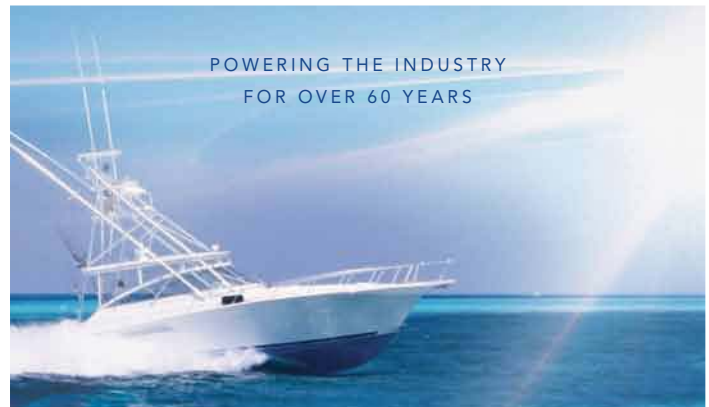
On Pico, we learned how they grow wine in local vineyards; plots no larger than a small bedroom terraced into the volcanic hillsides. There's a fascinating cheese culture in the islands – the free-ranging cows produce plenty of milk, which they use to make cheese, and each island has their own version of it.

Terceira turned out to be our favorite island. We wandered up the hillsides and into one of the many villages to watch their version of the running of the bulls (they don't kill them), then came down again and discovered *alcatra*, a dish local to the island which is basically a beef stew slow cooked in an iron pot and served with boiled potatoes. We liked the place so much we ended up staying longer, choosing to dive deeper into the culture we'd all fallen in love with (and I didn't even mention the whaling history that has since evolved into an incredible scrimshaw culture).

The Azores will exist whether sailors and tourists go there or not. At their core, the islands thrive on the will of the hearty fisherman and rugged, self-sufficient attitudes of the people—being some 900 miles from mainland Portugal, they have to.

Two weeks simply wasn't enough time to spend in a place I initially thought was just a waypoint en route to something better (indeed we met many cruisers who come down from the UK or Europe and spend an entire season). Having now been both ways across the Atlantic, I'm not sure which I'd choose if we did it again. But I know this – I'm thankful that we got that opportunity to visit the beautiful islands of the Azores.

Andy Schell is a sailor and journalist. He and his wife Mia recently took their yawl Arcturus *across the North Sea to Sweden, where it will spend a few years in the Baltic. Follow them online at andyandmia.net.*



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COUNTING BIRDS AT SEA

BY DEVI SHARP AND DIANA DOYLE

Dorothy Wadlow on *Joyant* bird watching at sea

Back in my landlubber days Christmas Bird Counts (CBCs) were always a highlight of the winter holiday season. We would suit up for the weather and spend the day counting birds within our 'count circle'. At the end of the day we would meet up with the other birders and tally our observations. The Christmas Bird Count is managed by the National Audubon Society in the United States and this year will be the 112th count. This *citizen science* program provides avian scientists with data to look for trends in abundance and distribution of individual bird species.

Now, for the second year, cruisers and other mariners can be part of a similar large-scale *citizen science* effort. This Christmas bird count, not affiliated with Audubon, is called a SeaBC. Last year's inaugural count spanned one hundred degrees of latitude from Maine to Antarctica. The second SeaBC is scheduled for November-January and this year we're encouraging mariners to simply take digital photos of birds seen at sea. It's fine if you're not a seabird expert! Seabirds can be difficult to identify—even for experts. Take digital photos and jot down notes, saving the identification for later with the help of the online community at the Birding Aboard Facebook page.

There are several good bird identification guides for the Caribbean. *Birds of the West Indies*, by Herbert Raffaele, James Wiley, Orlando Garrido, Allan Keith and Janis Raffaele (2003) is a good resource for land or sea travels in the Caribbean.

Additional resources, including instructions and tally sheets, are posted on www.facebook.com/Birding.Aboard, under the button for SeaBC resources. All data goes to the Cornell Laboratory of Ornithology's eBird database, which has easy online reporting and is available in English, French, Spanish and Portuguese (www.ebird.org). The data becomes a resource for scientists and citizens worldwide and is shared with other conservation organizations such as BirdLife International and National Audubon Society.

If you're home schooling, this is a perfect project to teach children about ornithology, marine biology, data gathering and recording, citizen science, and seabird conservation. Young birders receive a colorful personalized PDF certificate of participation; a great memento of their experience.

There remain so many unanswered questions about ocean birds, such as where some species breed or winter. You can help solve these puzzles!

Devi Sharp is a retired wildlife biologist and is on the SeaBC Advisory Board. Devi and her husband Hunter are exploring the Caribbean on their sailboat "Arctic Tern".

Diana Doyle is the SeaBC founder, currently birding, cruising, and writing on a PDQ catamaran. Visit: She is also the 'Tools of the Trade' *editor for* Birding *magazine. Visit: www.OnTheWaterChartGuides.com*

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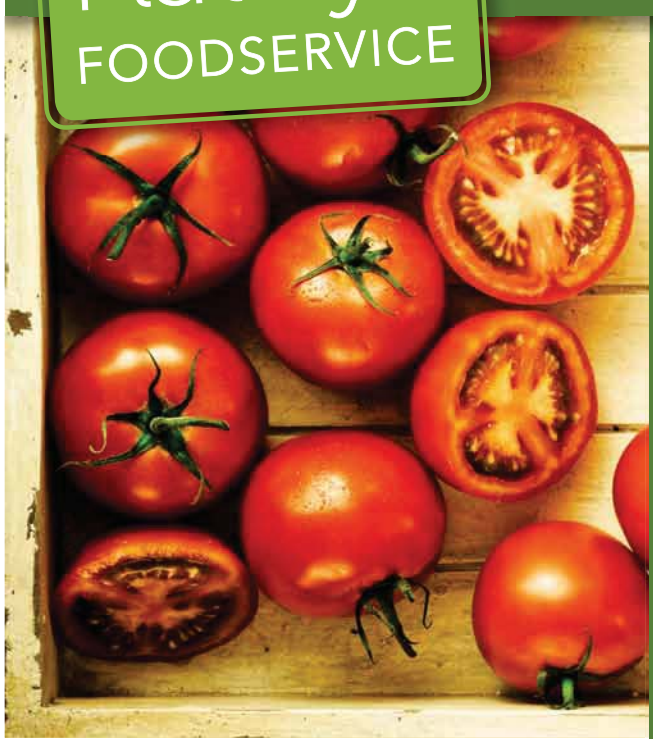

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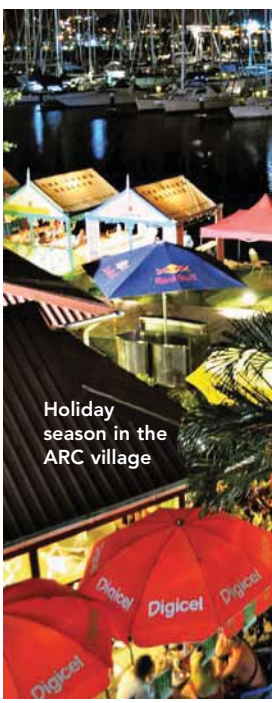
Christmas Boat Parade at Club Nautico de San Juan, Puerto Rico

PHOTO COURTESY OF CLUB NAUTICO DE SAN JUAN

Dockyard Christmas Party in Antigua



Holiday season in the ARC village

PHOTO: KEVIN JOHNSON WWW.KEVINJOHNSONPHOTOGRAPHY.COM

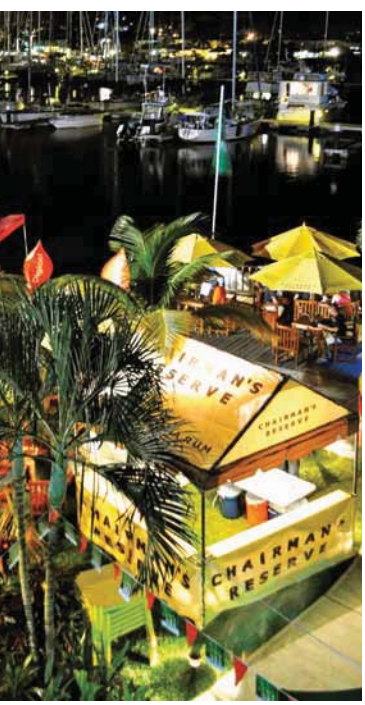


PHOTO COURTESY OF RGY MARINAS

NAUTICAL HOLIDAY HAPPENINGS

'TIS THE SEASON

BY CAROL M. BAREUTHER

It's the season to enjoy merry-making. Since the Caribbean region is more sea than land, there are several ways to enjoy nautical-themed holiday celebrations, everything from boat parades to dockyard parties and raft-ups to watch fireworks.

BOAT PARADES

The evening of December 8th is a big one for parades. Club Náutico de San Juan kicks off its Christmas Boat Parade at 6:00pm. Over 25 decorated yachts are expected to cruise through San Juan Bay. "Vessels transiting through the Caribbean during winter season are invited to participate," invites Commodore Gustavo Hermida.

Meanwhile, the Christmas Boat Parade launches at 6:30pm in Christiansted Harbor, on the Virgin Island of St. Croix. Festivities start with chorale performances on the boardwalk, followed by the boat parade and then a fireworks display. The town's stores and restaurants stay open late. "We welcome visiting cruisers to join us," says organizer, Martin Oliver.

Keep those masts trimmed for the Lighted Boat Parade on St. Thomas the following weekend, December 14th. Everything from sportfishers to cruisers and Coast Guard boats have decked their bows and joined in this community event in Charlotte Amalie Harbor. Following the 6:00pm parade, there's live music, shopping and dining as the town celebrates its annual Miracle on Main Street holiday extravaganza.

Come Christmas Eve; join in the Holiday Lighted Boat Parade at the Bitter End Yacht Club (BEYC) in Virgin Gorda. Yachts gather at 5:45pm at the head of the Bitter End channel and Santa and his merry elves lead the parade aboard the 40ft pontoon boat, *Ponce de Leon.* Prizes are awarded for well-lit and creatively-decorated boats, which also includes an 'anchored yacht' category for large yachts. "Sail, power and crewed charter boats, plus private boats are all welcome," says BEYC vice president of sales and marketing, John Glynn. "Join us ashore afterwards too for a Christmas Eve celebration."

PARTIES, FESTIVALS & GAMS

In addition to hosting its sixth Christmas Boat Parade in Marina Bas du Fort and the port of Pointe-à-Pitre, Guadeloupe, on December 22nd, Ariane Graf, managing director of Guadeloupe Yacht Concierge, says, "there will be a contest to see who can decorate their yacht to look like a Christmas tree with an award for the best and most original." Cruisers can also enjoy the free International Jazz Festival held in Pointe-à-Pitre from December 10th to 16th. The Festival is within walking distance from IMM's new dry dock and shipyard facilities.

Everyone receives a Christmas gift at the St. Maarten Yacht Club's (SMYC) Christmas Party. Slated for December 9th, the celebration starts at 5:30pm at the clubhouse in Simpson Bay. Tickets are $10 for adults and $5 for children age ten and under. "The Christmas Party is open to SMYC members, their guests and cruising yachties. We even broadcast it on the Cruisers net," says club manager, Petra Gilders.

The Atlantic Rally for Cruisers (ARC) Village is open from Noon to 6:00pm from December 13th to 22nd. "There will be chattel houses with working local craftsmen," explains IGY Rodney Bay Marina's Portia Mogul. "Chef demos and art classes with local chefs and artists will focus

PHOTO COURTESY BEQUIA NEW YEAR'S EVE CELEBRATION COMMITTEE

Out with the old – Bequia fireworks light up the night sky

All the way from the North Pole! The man in red visits the St. Maarten Yacht Club Christmas party

on everything from local honey and jams to wood carvings, jewelry, painted glass and local soaps to name a few. Live music takes place almost nightly, including steel pan play offs and cultural dances. Then on December 24th it's the IGY Christmas Flotilla."

The Christmas Day Champagne Party starts about 11:00am in Nelson's Dockyard, Antigua. There's a cash bar (monies raised benefit local charities) and live music. "It's a fantastic atmosphere for ex-pats, locals and yachties alike," says Alison Sly-Adams, owner of Antigua Nice, Ltd.

Ring in the New Year at the Seven Seas Cruising Association's January 1st GAM at the Trinidad & Tobago Sailing Association, in Chaguaramas, Trinidad. "We have a midday pot luck and cruisers participate by bringing a dish to share," explains Jesse James, who owns 'Members Only' Maxi Taxi Service. "It's a festive get together for the cruisers who are away from family, a time to share a meal and stories and generally just be together."

RING IN THE NEW YEAR WITH FIREWORKS

The New Year's Eve Dockyard Party in Antigua features live bands, food stalls and bars that open at 9:00pm with fireworks set off at midnight from historic Fort Berkley.

To the south, Bequia hosts a spectacular fireworks display on New Year's Eve! "It takes place right at the head of the harbor in Admiralty Bay, and it's viewable from just about anywhere around the harbor," says Nicola Redway, secretary of the Bequia Sailing Club. "There are plenty of waterfront restaurants offering New Year's Eve specials, but traditionally, the place to be and for the best fireworks view is the Frangipani Hotel, where you can enjoy a great festive BBQ and steel pan entertainment."

To the north, the British Virgin Island of Jost Van Dyke is a great place to welcome the New Year. Yachts of all sizes start arriving in Great Harbour on Old Year's Night. All the beach bars including Foxy's Tamarind Bar (check out the special lobster and prime rib menu!) are open with specials on food and drink in the run up to the midnight fireworks. No snow, but definitely sand between your toes!

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

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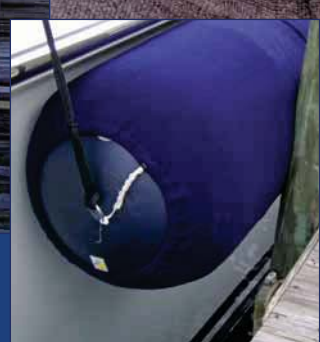

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MORE MATCH RACING ON THE HORIZON IN PUERTO RICO

CAROL M. BAREUTHER

PHOTO: CANDIDO POU

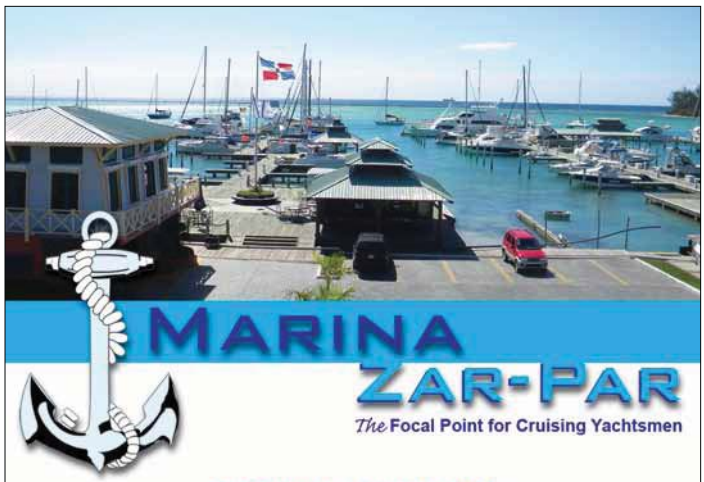
The clinic was open to sailors and those interested in becoming race committee officials

The classroom moves to the water

PHOTO: CANDIDO POU

Interest in match racing is rising in Puerto Rico. Hot on the heels of the USVI's Peter Holmberg leading a match racing clinic for competitors in July 2011, and Puerto Rican sailors such as Jorge Santiago testing the waters by competing in the Carlos Aguilar Match Race last December, the USVI's Bill Canfield taught a two-day clinic held September 22nd and 23rd at the Ponce Yacht & Fishing Club for both competitors and those interested in learning race committee work.

"Match racing is great for tactics, rules and boat handling," Canfield explains. "It makes you a better sailor and it's a great sport. I'm always interested in pushing



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match racing as an alternate to fleet racing and help anywhere I can."

Twelve sailors interested in becoming match racing race committee officials and 30 competitors attended the clinic. The instruction was organized into classes held separately for both groups in the morning on the first day, followed by practice and a debriefing session in the afternoon, with a full dress rehearsal for a match race on the second day. Both the drills and practice regatta were held in Ponce Bay, right in front of the spectator-friendly yacht club fuel dock.

For the competitors, Efrain 'Fraito' Lugo and Jorge Santiago organized the lectures.

"I've been participating as a competitor in these clinics and am very enthusiastic about the idea of match racing," says Lugo. "The power to keep control of situations in all aspects of the race is something that makes you stronger as a sailor. I think what we are working on here at the Ponce Yacht Club is the future of sailing."

Ronnie Ramos, José Manuel 'Cacho' Pastrana and Luis Matos were three participants in the race committee group.

"I wanted to learn more and be part of this new sailing modality and was assigned as race officer on the race committee boat," explains Ramos. "What I learned most was the knowledge that judges must have and the quickness required in making a decision."

Pastrana, who serves as a race officer and principal race officer at fleet racing events in both Puerto Rico and Miami, says, "I love it. Match racing is more challenging for race officers, there's more action and more fun. The races are short, fast and in protected waters near the shore with more exposure for the sailing sport."

The clinic was extremely helpful and mesmerizing for all race committee personnel present, says Luis Matos. "I would love to do more match racing events and play a role either as an umpire or as a competitor."

Practice match racing is now in the organizational stage at both the Ponce Yacht & Fishing Club and Club Nautico de San Juan, says clinic organizer, David Kerr. "My goal is to set a Match Racing Circuit with St Thomas, Tortola and Puerto Rico; something like the old CORT (Caribbean Ocean Racing Triangle) series. I think that it will take some juggling around, but it can be done. Just like Kevin Costner says in the movie Field of Dreams, 'if you build it, they will come.'"

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

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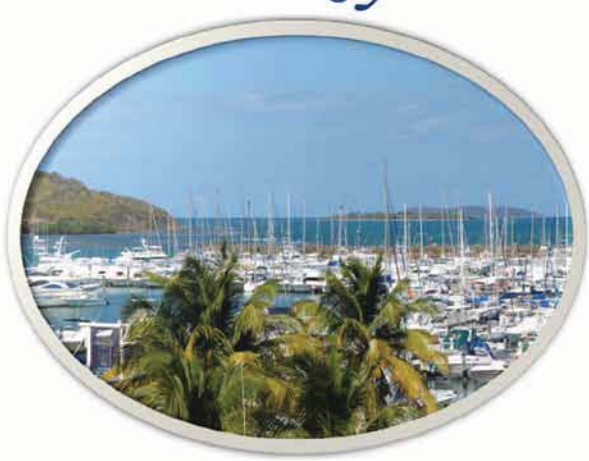

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CAROLS AT DAWN

CRUISERS CHRISTMAS MORNING IN THE USVI

PHOTOS AND STORY BY BARBARA HART

Challenge of the Carols

Emancipation Garden in Charlotte Amalie just before dawn on Christmas Day

We walked into Emancipation Garden in Charlotte Amalie just before dawn. Despite the early hour, a few hundred people milled about; a television crew manned cameras placed around the grandstand and babies in holiday finery held their bottles and watched, wide-eyed, as choral groups in various costumes warmed up around the park's perimeter. It was Christmas Day in St. Thomas and we'd set the alarm for five in the morning so we wouldn't miss a bit of the 35th Challenge of the Carols.

As cruising sailors, we've learned that holiday celebrations can be postponed by weather windows, or running aground. We've celebrated Canadian Thanksgiving with sailors from all over the world in Grenada, and toasted New Year's Eve on January second in a solitary harbor in the Berry Islands. When we arrived in St. Thomas late in November of 2011, I eagerly perused *This Week* (the Virgin Islands entertainment and shopping guide) for holiday activities on the island. While EW hadn't been thrilled when I first asked him if he'd be willing to get up before dawn on Christmas Day, he reluctantly agreed when I promised him brunch 'of plenty' later in the morning. Other sailors declined to join us and while they enjoyed a few more hours of sleep, they missed the perfect way to greet Christmas Day in St. Thomas.

According to the event's program, there had once been an 'old time tradition passed down for generations' when

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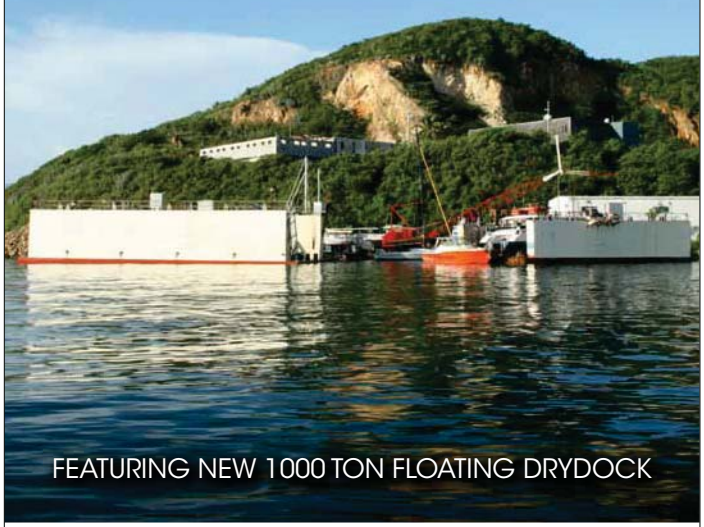

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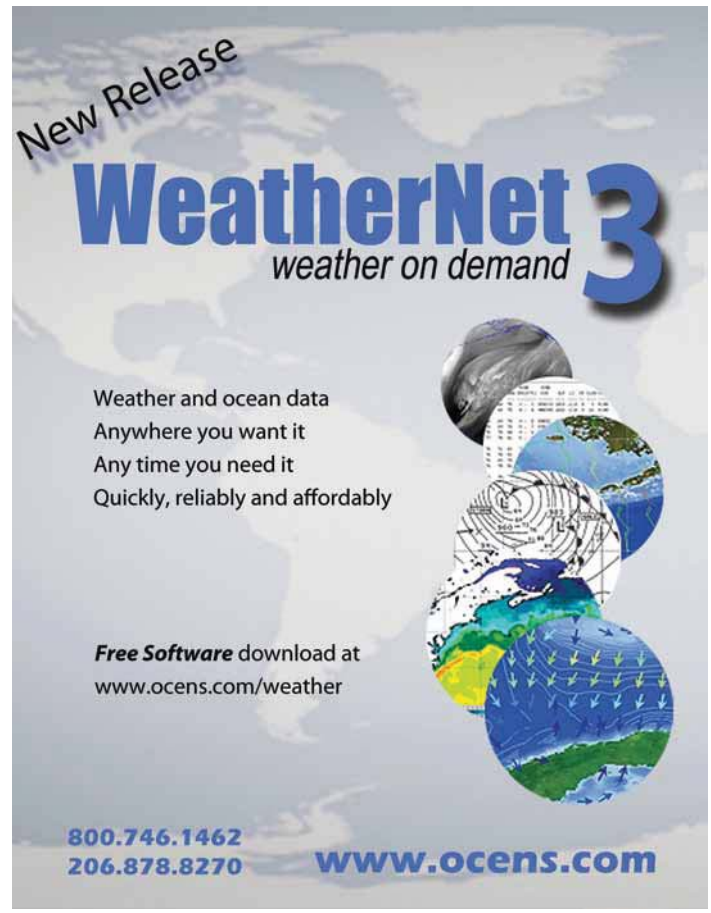
youngsters in St. Thomas would go to bed early on Christmas Eve, and then wake before midnight in order to go out caroling. They would go from house to house where they would be greeted with refreshments, including ham, dumb bread, sweet bread, and guavaberry. Back then, most neighborhoods had their own choir, but like many old traditions, these Christmas choirs faded from the scene in the late 1930s and war years. Fortunately, in St. Thomas a number of local leaders decided to revive this legacy, and in the mid-seventies Glen 'Kwabena' Davis, Vernon Finch and Dorothy Elskoe started the Challenge of the Carols. In the present day, choirs from schools, churches, the Salvation Army, and Banco Popular rehearse for months in advance, pay dues to support the event, and meet much earlier than 5:00am on Christmas morning to present two to three hours of sweet holiday music, island style.

When we arrived in the park, obviously outsiders, a young woman sporting reindeer antlers wished us a Merry Christmas and invited us to join her at the food tent, where a local family serves up breakfast, guavaberry juice, and bush tea to all who attend. At that early hour, most of those present seemed to be the carolers and their family members. While more spectators joined us as the sun rose, we were surprised that only a small crowd attended. I imagine that many households tune their televisions to WTJX-Channel 12 and listen to the carols on Christmas morning, just as we in the states tune to the Macy's Parade while we prepare our Thanksgiving meals.

The gazebo was beautifully decorated with traditional gold and red balls and garland. The individual trees in the park had been adorned with ornaments made by school children, each tree presenting a different theme. The milling choirs were dressed in red sweatshirts, white outfits with Santa hats, sharp Sunday best attire, or uniforms. Most groups sang acapella, but some were joined by a guitar, or wind instruments. The Salvation Army singers all performed with tambourines in a finely choreographed routine. Many of the songs were familiar, and most celebrated the spiritual reason for the holiday. Some of the groups also sang familiar secular holiday music and others delighted us with Christmas songs from the islands.

EW enjoyed it as much as I did, but still insisted on a bacon loaded brunch when we returned to the boat. It was a small price to pay. If you spend Christmas in St. Thomas, get up before dawn and join us in Emancipation Garden. I can think of no finer way to begin Christmas day than with the Challenge of the Carols.

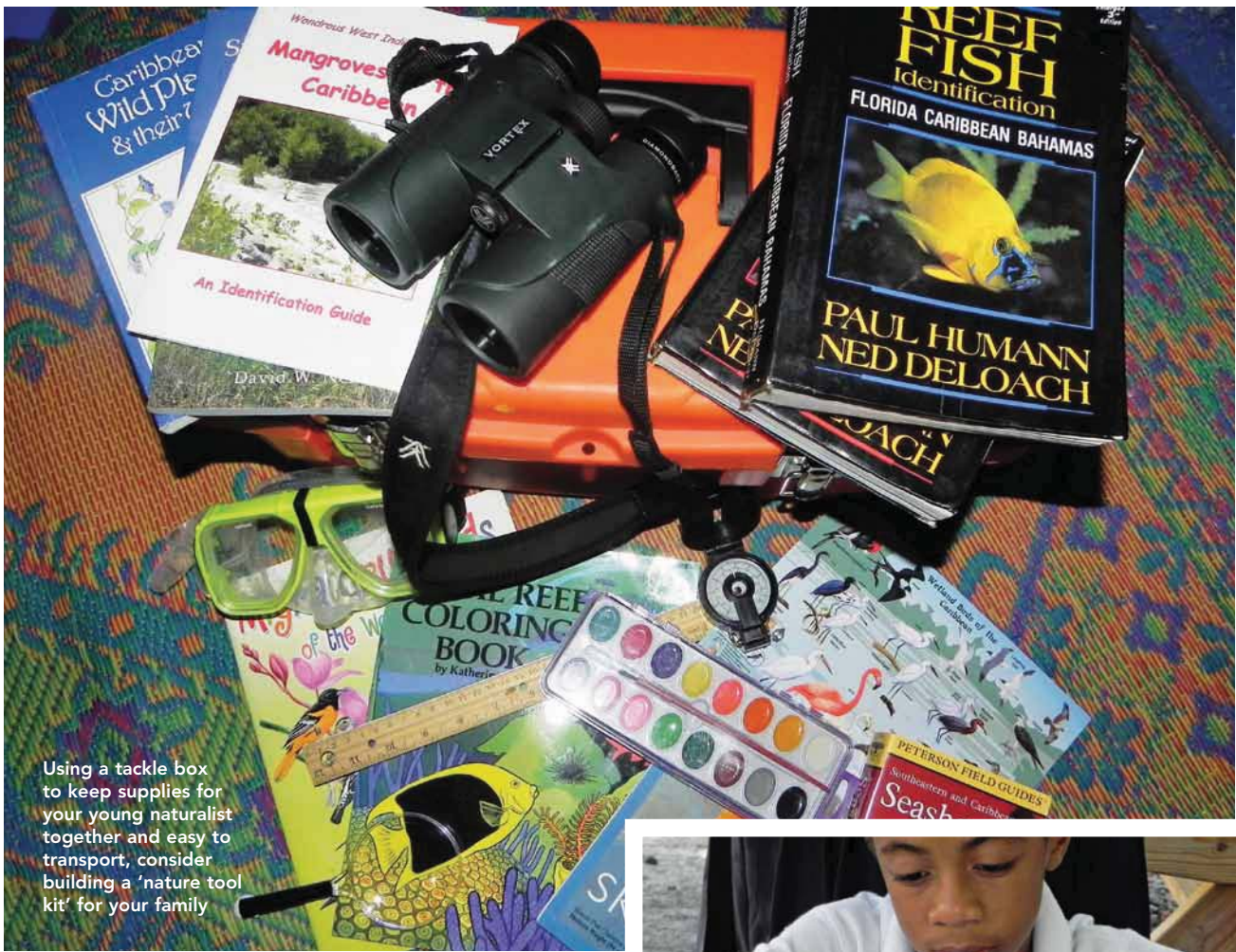
Now sailing in the Caribbean, Barbara Hart lived aboard with her husband year-round in Maine for eight years. She has an active blog: www.HartsAtSea.com sharing what she's learned about living aboard, cruising, and staying married.



BATTERIES NOT REQUIRED

USING FIELD GUIDES TO CONNECT KIDS WITH NATURE

PHOTOS AND STORY BY SUSAN ZALUSKI



Using a tackle box to keep supplies for your young naturalist together and easy to transport, consider building a 'nature tool kit' for your family

As a child, a very dog-eared copy of 'Peterson's Field Guide to the Atlantic Shore' kept onboard my parents' sailboat proved to be a very flexible and consistently-available science teacher to me. Whether fixating on a diagram or reading up on a new animal, I was well occupied with that book. I fondly scrambled ashore to explore the mysterious pools the sea had left: metaphoric treasure chests containing the jewels of miniature crabs, tiny periwinkles, little urchins and diminutive fish. There I would uncover the names of these animals, feeling more like a detective tracking a suspect than a ten-year-old. At night, I'd snuggle myself into the V-berth and return to my field guide, trying to sketch and label whatever I animals I had found feeling like a scientist instead of an artistically-challenged child.

Using identification cards, a student on Jost Van Dyke uses watercolors to help learn how to identify wetland bird species found in the island's salt ponds

Boating offers a chance to access reefs, offshore cays, remote beaches, and other pristine coastal areas. These new environments often bring a wave of questions from children. Do sea turtles live all over the world? What do starfish eat? How do urchins see? For parents, these questions can be overwhelming; however, with a good field guide, that curiosity provides an opportunity to improve reading, writing, research and art skills.

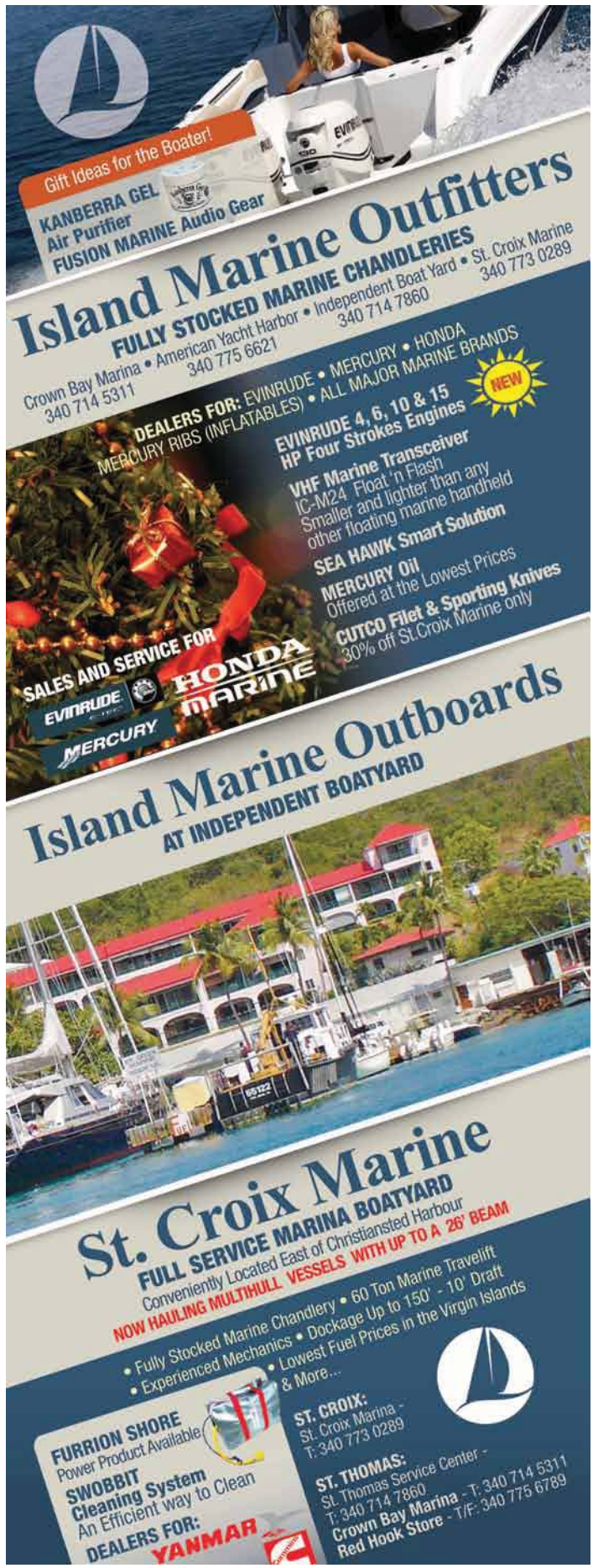
Using a Field Guide to build a Nature Tool Kit

If you don't already have a field guide onboard, try to choose a general guidebook to Caribbean seashores with enticing diagrams and pictures. Don't be overly concerned with getting a 'kid specific' guide. Younger children can look at drawings and photographs, while older children can assume a leadership role in reading to younger siblings. A field guide is all you need to get started, but also consider assembling a small kit to enhance activities (I like to use a small tackle-box since it keeps everything together, organized, dry and easy to transport). You may already have some of these items, but many are inexpensive and widely available, including:

- Plasticized bird and fish identification cards (or laminated placemats)
- A journal or sketchpad
- Set of watercolors
- Coloring Books (usually widely available in souvenir shops and often featuring Caribbean plants and animals)
- Magnifying glass
- Compass and thermometer
- Measuring tape or ruler
- Binoculars and Snorkeling Gear (you may already have these, and if not, they are a good long-term investment)

Field Guide Scavenger Hunt

Using your field guide, make a short scavenger hunt list. If you are not overly familiar with seashore life yourself, avoid being too specific in the beginning. Creating broad, simple categories, such as two seashore plants or three animals, will suffice. Familiarize yourself with the field guide first, but remember that you don't have to be a nature expert to plan a basic hunt, although a general idea of which habitats, plants and animals the guide covers is helpful. Tell your children to locate and specifically identity the items on their list using the field guide. If you do have access to binoculars and snorkeling gear, this activity can also be adapted to become an underwater scavenger hunt while at anchor or a seabird scavenger hunt while under sail with fish and bird identification guides.



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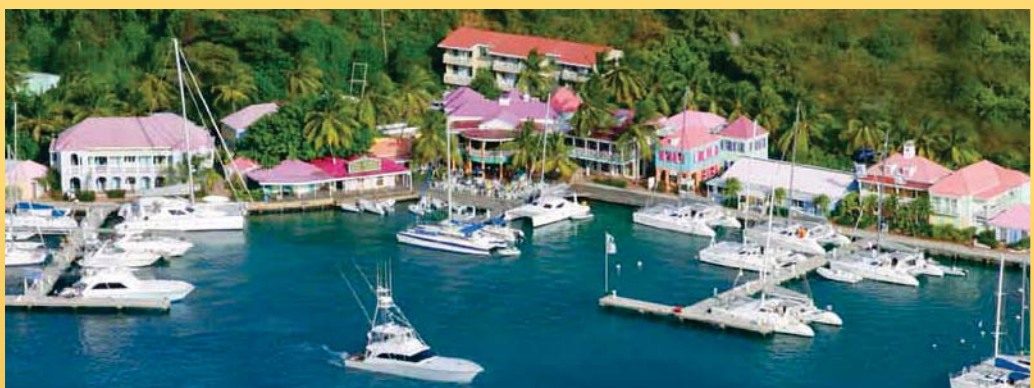

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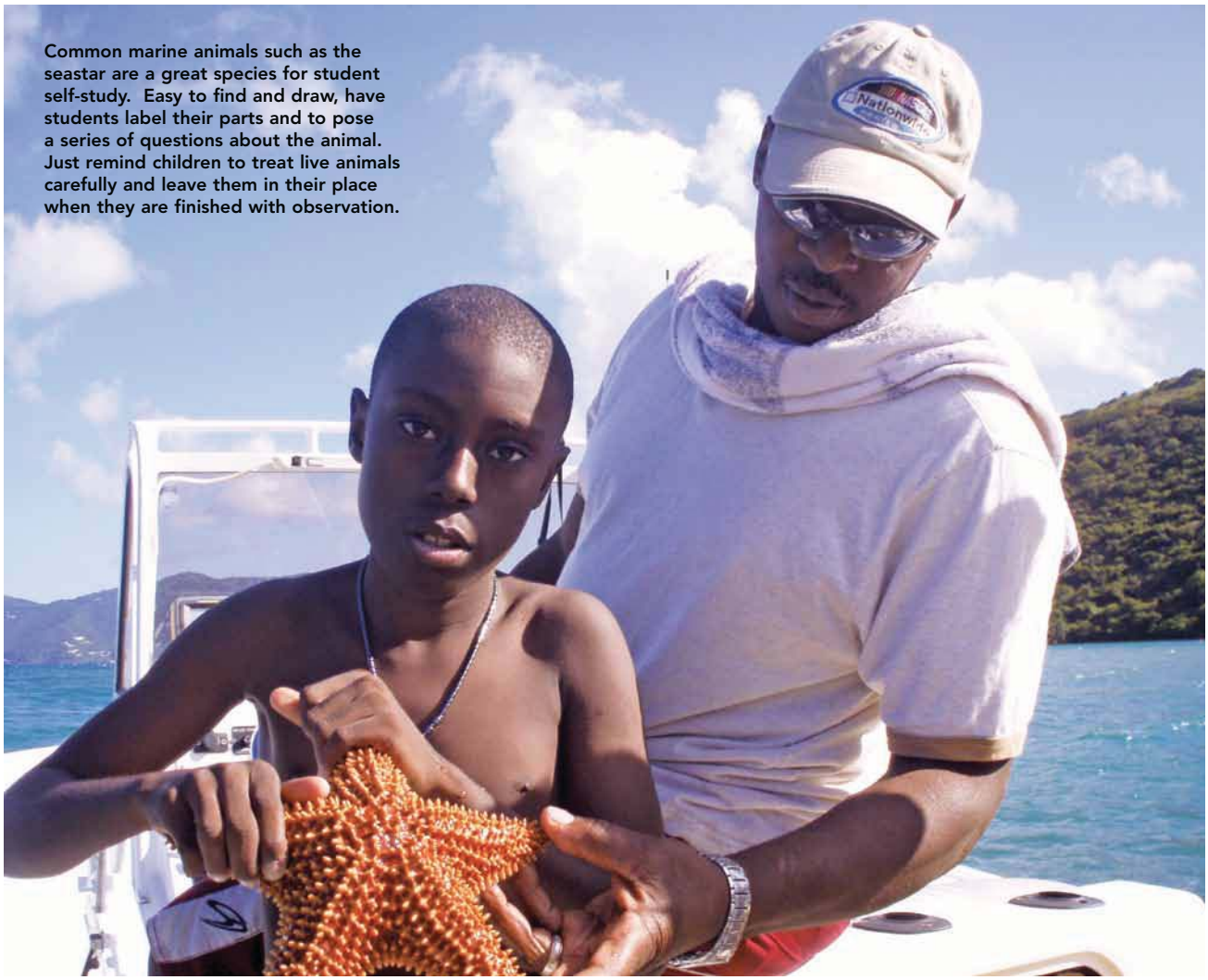

Common marine animals such as the seastar are a great species for student self-study. Easy to find and draw, have students label their parts and to pose a series of questions about the animal. Just remind children to treat live animals carefully and leave them in their place when they are finished with observation.

Based on interest level, age and whatever academic skills you want to foster, extend the activity by having children write a paragraph about one of the animals they located, sketch and label a detailed and scientifically accurate drawing, or write a poem or creative story about one of their items.

Using a Field Guide to Enhance a Nature Journal/Log Book

Whenever you read of sailors' voyages, the theme of nature is often central. Ask your child to write a daily journal entry during your vacation. Entries should start with observations about weather (including wind direction, wind speed, temperature). Each day, focus on selecting and identifying a specific plant or animal and spend several minutes observing the living thing and writing down observations. A magnifying glass and measuring tape may come in handy and help children record more specific details. Based on observations, have your child come up with a few questions about their new 'living thing'. They can refer back to the field guide to try to look up some of the answers or to label drawings. Add color and detail with watercolors, which are inexpensive (I found a set for $0.99 in a drugstore), neat and easy to transport and cleanup. They also seem more exciting to children than everyday crayons and require more concentration and patience.

Children can eventually use field guides on their own, but initial guidance with specific, clearly defined tasks can help pique interest. You'll be amazed at how much this can improve kids' drawing and observation skills, keeping them occupied in a fun, healthy way while building independence, self-reliance and creativity!

Susan Zaluski works for the Jost Van Dykes Preservation Society (JVDPS), a small environmental and heritage non-profit organisation located on Jost Van Dyke, British Virgin Islands that leads environmental education activities for JVD youth. She can be contacted at: susan@jvdps.org.

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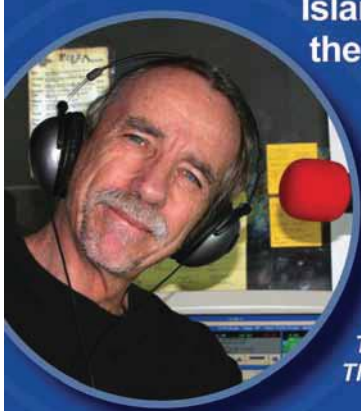

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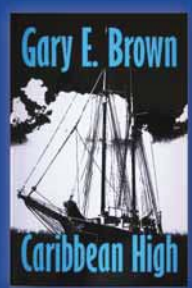
Gary Brown is the author of the Caribbean's No.1 sailing adventure Caribbean High available in paperback from amazon.com or as an ebook from amazon.com and amazon.co.uk



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SINT MAARTEN BUILD YOUR FUTURE PROJECT

KIDS COUNT

Build Your Future launch their first Skerry

The Build Your Future Project, a joint initiative of the St. Maarten Marine Trades Association (SMMTA) and the St. Maarten Sailing School, focuses on the building of a vessel known as a *Skerry* by high school students.

The *Skerry* is a 15-foot Norwegian-style boat that weighs only 90lb and arrives in kit form, a bit like a jigsaw puzzle. Between five and 25 students per school will build the boats under the guidance of a teacher dedicated to the project and a qualified mentor with knowledge of the marine industry and marine carpentry. The project is under the direction of Garth Steyn, SMMTA Youth Sailing Director and head of the St. Maarten Sailing School.

In a press release, the SMMTA said they have had an overwhelming response from the high schools wanting to get involved in the scheme and that the Caribbean International Academy (CIA), St. Dominic, Milton Peters College (MPC), St Maarten Academy (Vocational) and the Secondary Vocational Education SBO school had already signed on.

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Students of the Build Your Future scheme get their first look at the Skerry

"The goal is to have all five vessels completed in time to have a first competition as part of the events leading up to the Heineken Regatta. In conjunction with the Regatta Organizers, an artwork competition will be held and the winners will get to decorate a sail," the SMMTA said.

Working with mentors Rein Korteknie and Garth Steyn, The SBO students started building a boat in a shed belonging to the water sports company Aqua Mania in late October. The first test boat, named *Aqua Maniac*, was started by an earlier class of SBO students.

The Build your Future boats are being kept in storage ready to be given out to the schools. Each of the five schools building a boat will have a 'mentor' to help them. This is a person who has built boats before and is familiar with boats and sailing. They will guide and help the schools to make sure everything is in place and the boat is safe and properly built.

One mentor is well-known Caribbean catamaran builder Dougie Brooks. He will be working with the CIA while they build their boat at the school's Marine Club.

Mentor Frank Boekhout used to be a teacher at MPC, and he will help the students at St Dominic build their boat at the school.

Participating students from MPC are building their *Skerry* in December in place of going out of school on an internship.

It is hoped the Build Your Future program will encourage local youngsters to seek employment in the marine industry and early results are encouraging.

The SMMTA said that as of October they had gained the following sponsors and wished to thank: Aqua Mania, Island Water World, Budget Marine, FKG Marine Rigging and Fabrication, St. Maarten Sails and Canvas, the Harbor Group of Companies and Safe Cargo Services.

For more information or to support the Build Your Future scheme, email: info@smmta.com

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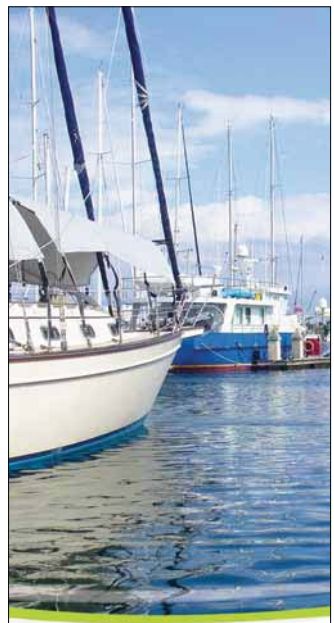

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BY MARK STEVENS

PHOTO: SHARON MATTHEWS-STEVENS WWW.SHERRYSPIX.COM

A cruisers paradise

So this sailor walks into a bar, plunks down his money, and says, "One Bequia Blast."

Makes sense to the sailor (me). The bar sports a whale's jawbone for an entrance arch and stools made from whale vertebrae. And it reclines beside the harbour at Port Elizabeth on Bequia in St. Vincent and the Grenadines.

But it also makes sense that the proprietor, a pleasant middle-aged woman, looks at me askance and shakes her head. "Don't know it."

Now I remember: the Bequia Blast is a rite of passage, not a drink. But it could be.

That morning – back at the Sunsail base during our chart briefing – the lead skipper talked about sea conditions in the Grenadines. "Moderate swells," he'd said. Then he paused. "But watch for the Bequia Blast."

The waters between St. Vincent and Bequia are open to the sea. Next landfall east is Africa.

We come out of Blue Lagoon through a narrow passage with depth showing zero point one and we're in it.

Winds are steady at 20, gusting to 28 true. And we were still not in open water.

Tidal race here is contrary to prevailing winds so we raise the main in the nautical equivalent of a washing machine's spin cycle.

And we haven't yet encountered the Bequia Blast – an onslaught of gusts that barrel down the bluffs of Bequia Head like a runaway rollercoaster.

Now ten-foot beam waves smash into us, many of them breaking on the hull of *My Tkatche* – a boat with a name that sounds like a Russian sneeze. One crew member suddenly succumbs to mal de mer.

But somehow I finally find myself having fun. Reefed-main, half the foresail furled and seven knots steady. And Bequia beckons like a buxom Bali Ha'i.

We clear Bequia Head, make our way down on a beam reach to Admiralty Bay, and we find flat water and a mooring ball with our name on it.

The rhumb line from Blue Lagoon to Port Elizabeth is only eight miles but it could be a thousand in purely subjective distance.

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Sheltered waters behind the reef

But now we have made our first night's anchorage. We dinghy ashore to a charming village with seaside restaurants, gift shops and galleries shaded by fire-engine red Poincianas and a gorgeous stone walkway fronting a harbour where mega yachts share mooring fields with other charterers. The charterers are committed to velocity made good, the cruisers to life made good.

For the next few days we'd try to strike a balance between the two.

We will miss Mustique. Mick Jagger will have to find other company. We won't miss Canouan, a place Doyle describes as an island of "bumpy hills, spectacular views and exquisite water colors." We will miss Mayreau, though my friend Dave's pupils dilate and his voice changes to that of a love-struck romantic whenever he mentions Salt Whistle Bay.

I've opted instead for the embrace of a verdant and voluptuous archipelago called Tobago Cays.

Nearby Petit Tabac was the location for the 'Pirates of the Caribbean' scene where Johnny Depp and Keira Knightley were marooned. But I don't believe it. I can see it from here.

I've just dinghied back from Horseshoe Reef with its incredible snorkelling and I've swum with turtles off Baradel Island. And now I'm gazing across aquamarine waters toward Petit Tabac, sipping a Hairoun beer. They must have the island wrong. Who would ever leave such a paradise on purpose?

And amid such philosophical musings I have a flashback to day one of this voyage and a bar on Bequia called the Whaleboner.

Here I reflect upon the fleet of boats silhouetted by the dying sun.

On my way to shore I'd stopped beside a boat sporting a Canadian flag and a middle-aged crew. "Been here a week," said the skipper. "Might stay another."

My friend Judy paid for a seasonal mooring ball here—and from here chased the winds on their terms.

But I also remember a charterer who was making for Grenada from St. Vincent – trying to do it in one marathon passage.

And I wax philosophical. I feel like I had been blooded here today – that I girded for battle with these waters and islands and they won.

Or not.

We weren't finished yet. We would strengthen our sea legs. We would achieve the anchorages we were meant to achieve. And we could always come back. Next time we'd add Mayreau, next time a post-card anchorage in the lee of Petit St. Vincent.

But for now it's the rhythm of those cruisers I seek. Velocity made good is less important than life made good.

Now the proprietors return and together we construct a libation worthy of this adventure.

"One part overproof."

"Coconut rum?" she says, "that'd be good in there."

I nod.

"Curacao. For the sea."

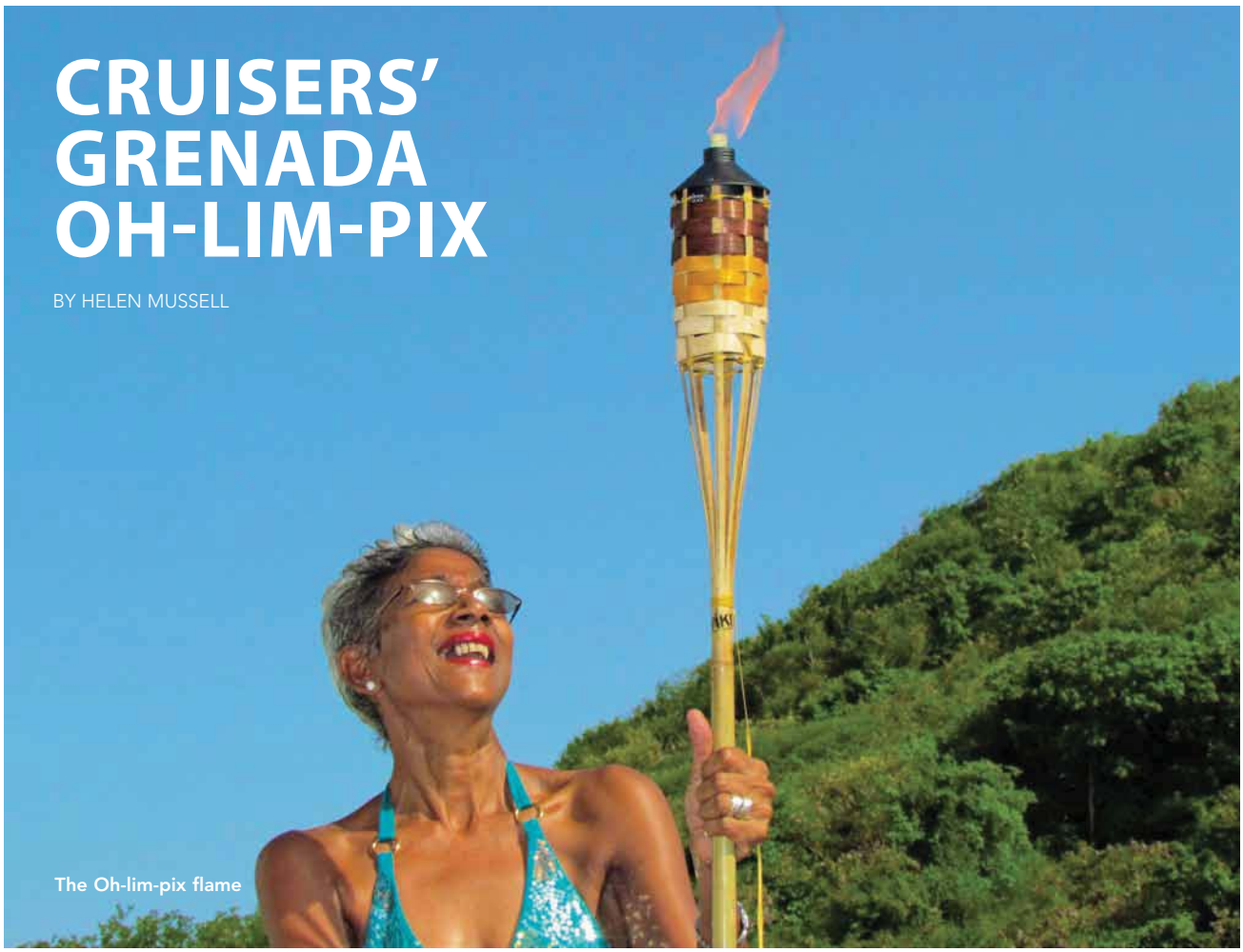
And there in a bar on the shore of Bequia, we raise our glasses together.

"To the home of the Bequia Blast," she says.

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

CRUISERS' GRENADA OH-LIM-PIX

BY HELEN MUSSELL



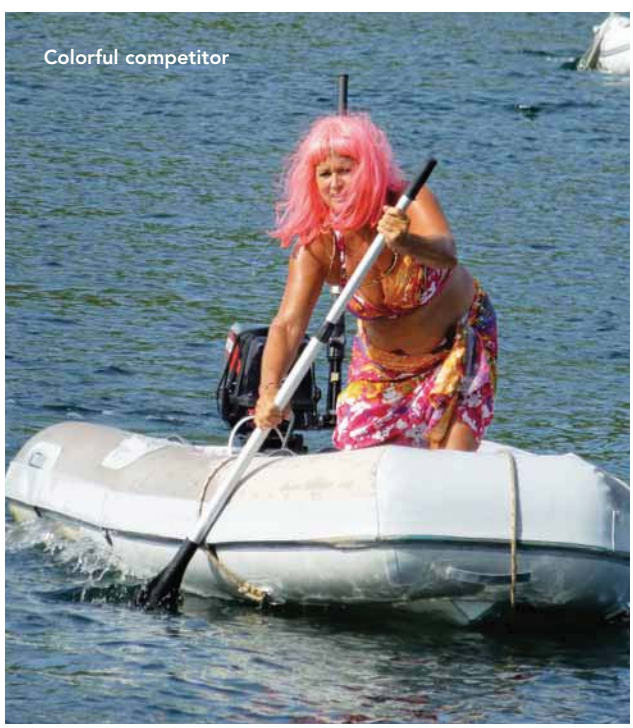
The Oh-lim-pix flame

What do you do when you have post Olympic blues? Why, of course … have your own Oh-lim-pix (well you do have to be careful of copyright these days)!

The London games are over and here in Grenada the Kirani James hysteria is slowly dying down. After watching so much fantastic sport, what better way to celebrate than to have our own games? The daft games committee was formed and the ideas started flowing. After much deliberation, quite a few beers and placing a limit on races involving alcohol, we came up with 12 events.

Next job: Sponsors. Island Water World was fantastic, donating over 30 prizes and medals not to mention cases of beer. Budget Marine kindly donated a tent for the event. Clarkes Court Bay Marina, where the event was being held, donated beers, rum and miniatures to go with the gold, silver and bronze medals, plus the all-important torch and sweets for the children. We were set to go.

Oh-lim-pix day dawned bright and sunny, the cruisers started arriving from the other bays and marinas and all that was left was for people to sign up to the events. Even I was



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Puerto Rico – Varadero at Palmas – 100 BFM11
Santo Domingo – Club Nautico de Santo Domingo – 70 BFM
St. Lucia – Rodney Bay Marina – 75 BFM11- TM40 Transporter
St. Marten – Bobby's Marina – 75 BFM – 150 C11
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

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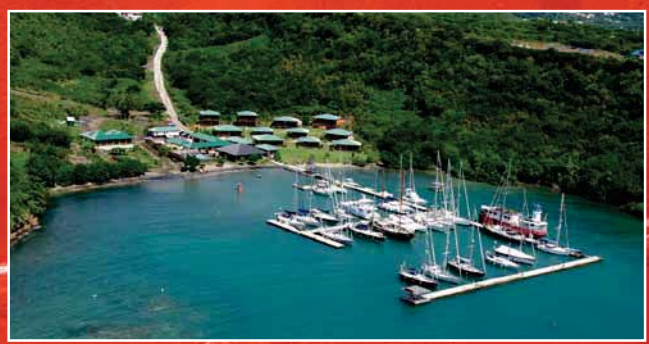

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surprised at the enthusiasm with which people were willing to make complete fools of themselves. Within minutes all events were fully subscribed. The torch was formally lit (a garden torch) and the games were on.

The first event was a dinghy race … with one paddle … from the dock to a mark in the bay and back, followed by a shot of rum. As this was the most strenuous race it was decided to hold it first, before the competitors consumed too many beers. A great start to the games with all the exhausted participants and dinghies returning in one piece. Most people recovered after their shot of rum and we had our first gold medal winner, Bill.

One of the main talking points of the day was the bar, which was a dinghy filled to the gunnels with beers and sodas. With thirsts quenched it was onto the main arena for the races!

The sack race—with many dodgy techniques—should have had an artistic award for Kate, who ran away with the event. The lime-and-spoon race was a little more difficult and, with 20 competitors, we had to have heats. If you dropped the lime it was back to the start but eventually our gold medalist was Ellen.

With 23 entrants, the shot put, with the coconut, was the biggest event of the day. There were some huge throws but if they were outside the lines, they didn't count. As chief judge my decision was final (much to the chagrin of some of the so-called adults taking part). The popular winner was Gavin from the marina.

Back to the serious stuff; the balloon-between-the-knees race, another runaway win for Kate and her amazing technique. The wheelbarrow race was a very one sided affair with Stuart and Jim destroying the field.

On to a less tiring event: Golf. Three chips each to get nearest the baking tray. Luckily the balls were tennis balls as the judges were in danger of having their heads taken off. A great shot from Nick, just outside the tray, won him gold.

The three-legged race was another popular event. This one-off, with 22 runners, was an easy victory for Ross and Diana. The egg-toss turned into quite a smelly event. The eggs had been donated as they were about to be thrown away and they caused lots of hilarity and groans with rotten ones bursting everywhere. Joanne and Bill were top catchers of the day.

The book race—up the hill and round the trees with a book on your head—was elegantly won by Amanda.

And so it was time for the closing event: The hurdle beer race. Very simple, run down the course; jump over the beer crates and, on the way back, down a beer before the finish. Hakon won and set a new world record, however some of the craftier competitors remained halfway down the course while they sipped their cold beer sitting on the crates.

With the games over it was time for the prize giving and

The wheelbarrow race

the evenings BBQ. The cruisers thanked us for organizing the event and said they had a fantastic fun day despite a few sore and bruised bodies.

Our thanks go to Bob and the staff from Clarkes Court Bay Marina who helped make this a very memorable day, and to Gus, Ken and Pam, my fellow officials.

Watch this space for the forthcoming winter Oh-lim-pix! Lots of ice involved, I think.

Photographs and video by Rick Moore: www.ambientreallife.com. Video link: http://www.youtube.com/watch?v=Adb5b2FsEfk

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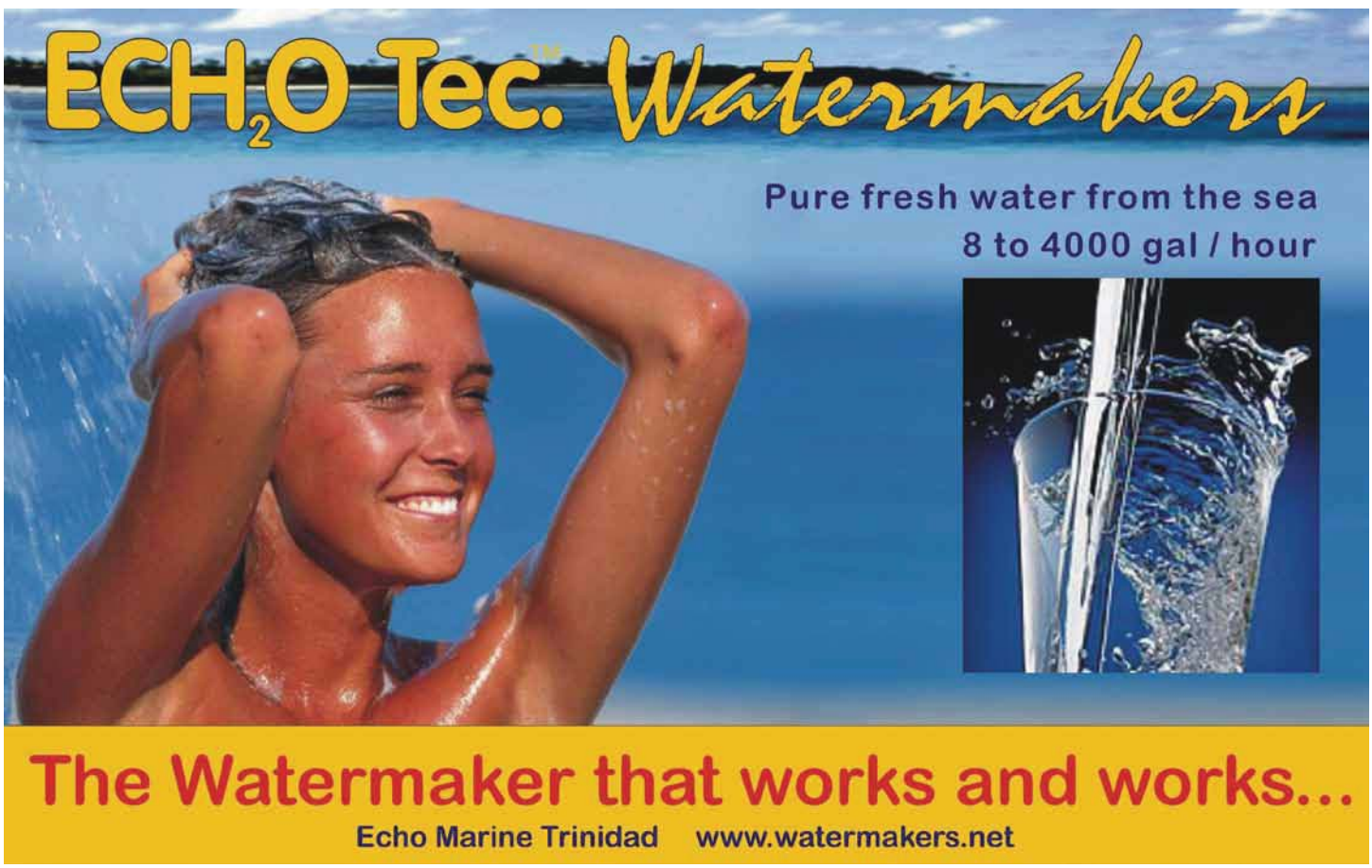
Helen Mussell lives with her partner Stuart aboard their boat Iguana. *An artist by profession, you can visit her website at: www.helenmussellart.com*



CARIBBEAN MARINAS

ALL AT SEA'S CARIBBEAN MARINA GUIDE

			Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet
Antigua	**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		●	●	●		●		●	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	**Green Cay Marina at Tamarind Reef Resort**	340-718-1453	8′	100′	154	●	110/220V - 30A, 50A, 200A	●	●	●	●	●		●	●	16	FREE
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	Cable	●	●	●	●	●	●	●	16/71	FREE
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 1 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 phase100 amp	7am-6pm	70	•	•	•	•	•	•	•
Tortola, BVI	**Soper's Hole**	18° 23″ 46′	-64° 41″ 53′	(284) 495-3349	7′	65′	18′ and 40′	no limit	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 lim-it	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** an IGY destination	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	16.5′	190′	50′	no limit	440 three phase/220/110	8-5, Mon-Sat	1000			•		•	•	•

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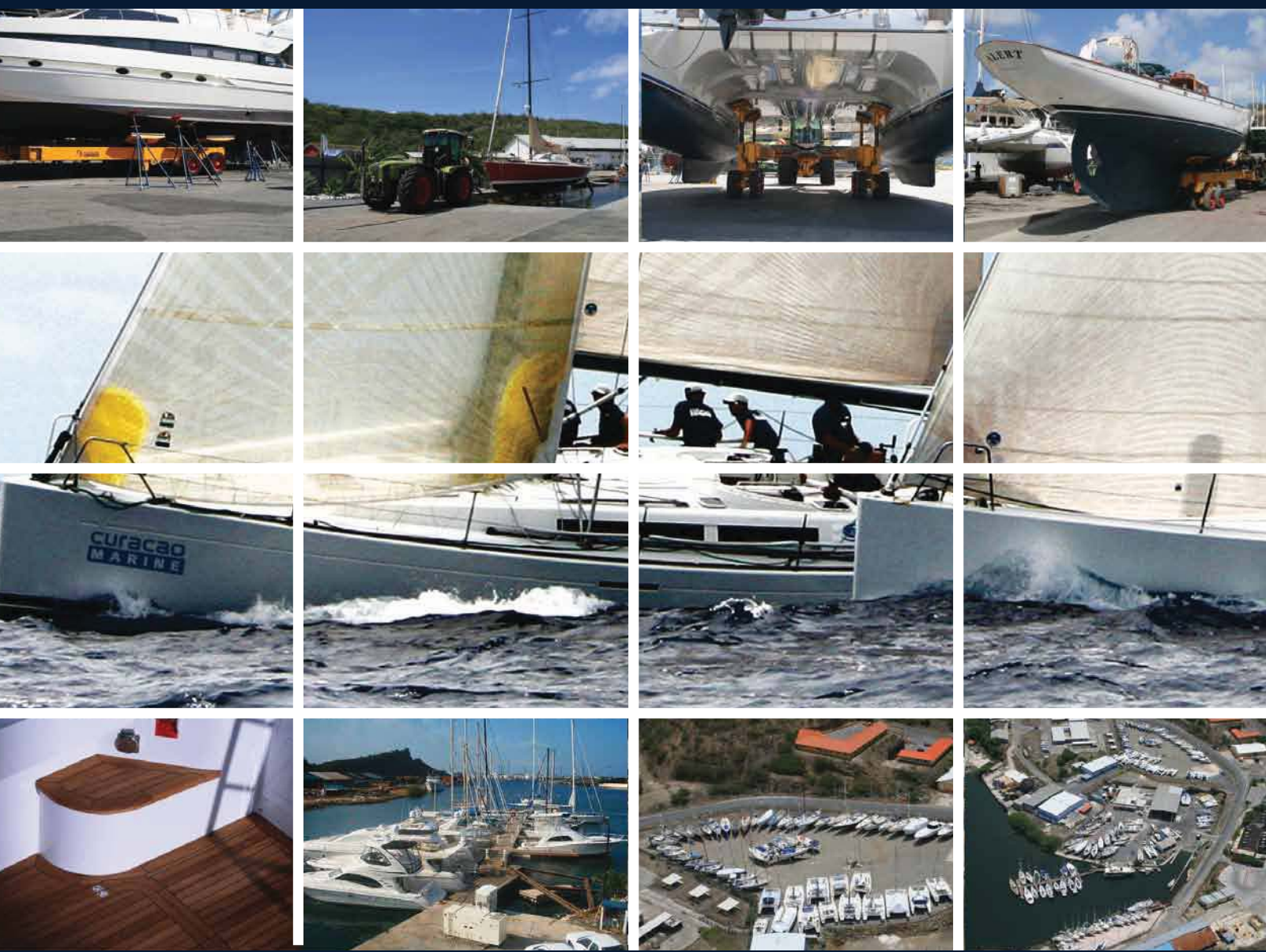

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2

St. Thomas, USVI. Overlook Charlotte Amalie Harbor from this 6 BR 5.5BA residence named 'Havencrest' set on over an acre of beautifully manicured grounds. There is more than 6500 square feet of elegant living space in three masterly appointed levels. The lower level features a media room, granite kitchenette and guest suite with separate entrance. Expansive multi-level tiled decks surround a pool with a gazebo, a full wet bar and grill facilities offering an exceptional ability to entertain. Priced US $3,950,000

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nickbailey23@hotmail.com | www.usvi-realestate.com
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3

St. Croix, U.S. Virgin Islands. Located on beautiful Rainbow Beach, this two story residence offers spectacular sunset views nightly from the upper level deck and calm ocean waters for swimming by day off the lower level. This solidly built 3 BR 2 BA home features 2 BR 1 BA upstairs with a 1 BR 1 BA apartment down below. Moor your yacht right out front! It's also a perfect vacation rental guaranteed to generate income year after year. Price: US $489,000

KAREN STANTON, ReMax St. Croix
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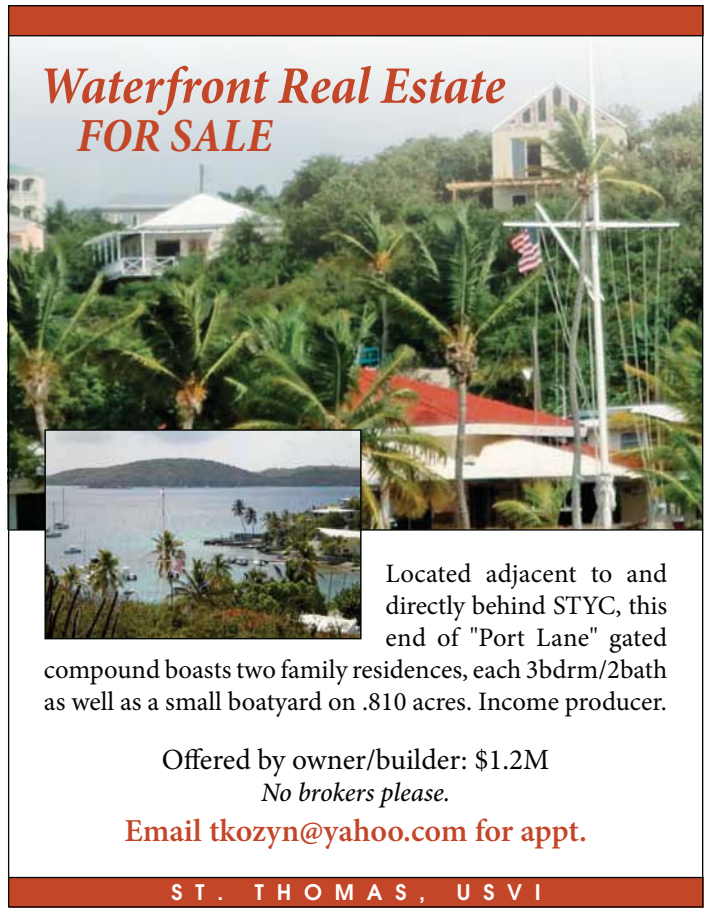

4

Tortola, BVI. Watch the yachts come and go in Road Town Harbour from this hillside exquisitely refurbished 3 BR 4 BA residence. Inside, the Great Room features an open-style living and dining room and custom-built kitchen with a Mediterranean-style master bedroom and spacious bathroom with outdoor shower on the same level. A second-floor white-washed bedroom and third floor loft-style bedroom with en suite bathroom are perfect for guests. Outside, there's a large patio with fireplace and built-in BBQ ideal for dinner under the stars. Price: US $985,000

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5

Fiji Beach, Carriacou. Own your own Grenadines beachfront oasis! This developer ready beachfront property boasts 185-feet of white sand beach, encompasses 2.89 acres and is perfect for a luxury villa or boutique hotel. Recent improvements include paved access road to beach, security gate and boundary fencing, drainage engineering, installation of all utilities and re-sanding of beach. Anchor your boat off your own private beach or in the marina located just ½ mile away. The town of Hillsborough and Lauriston Airport are only 2 miles away. Price: US $1,450,000

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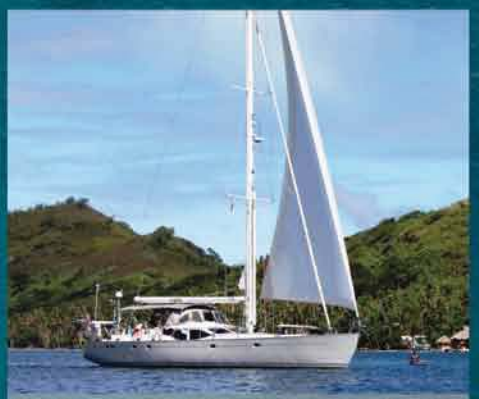

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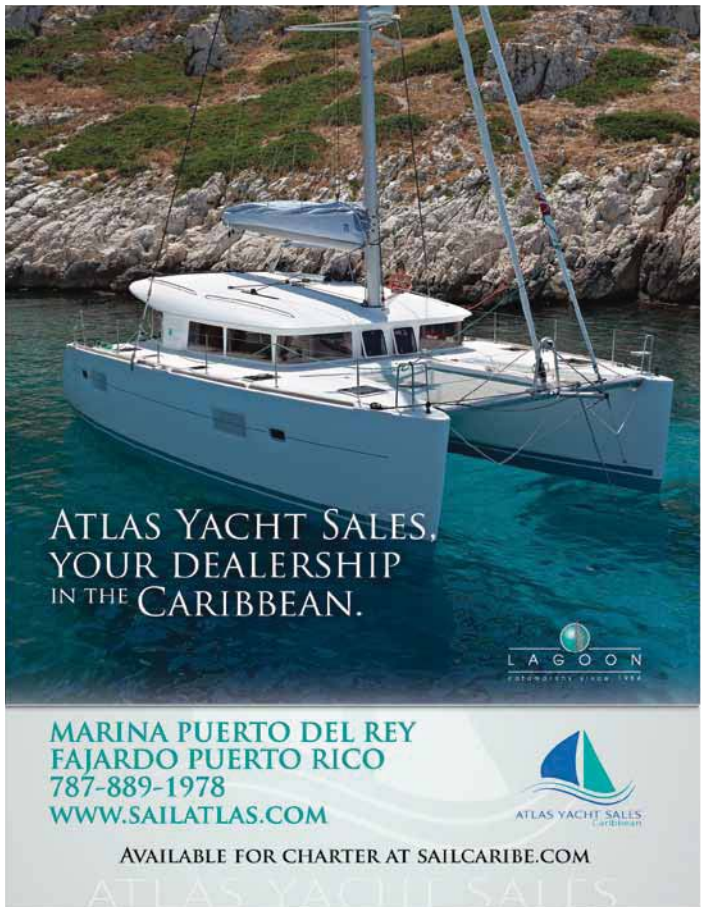
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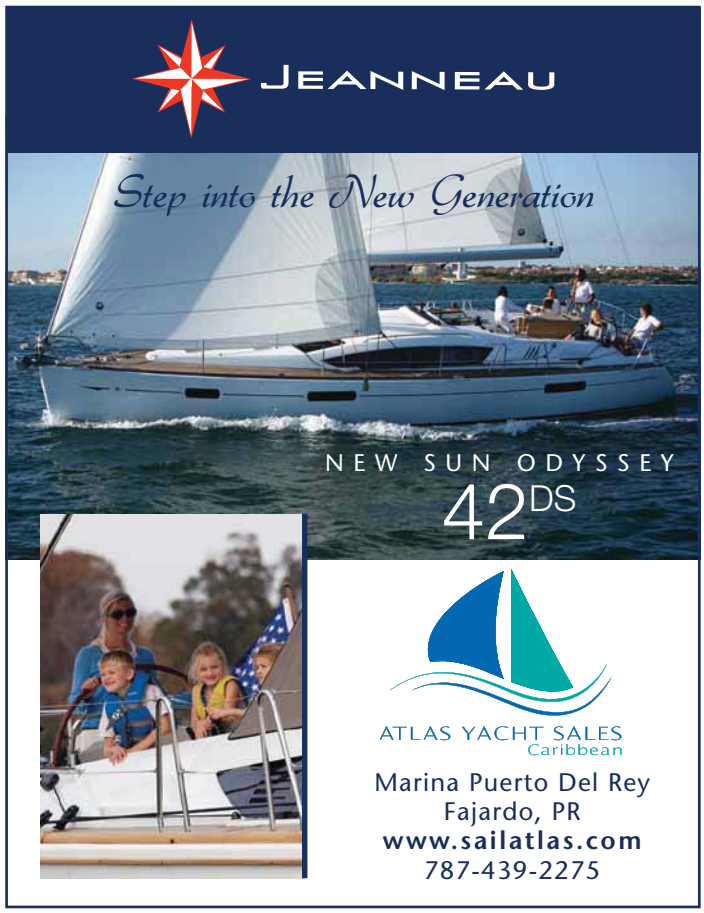
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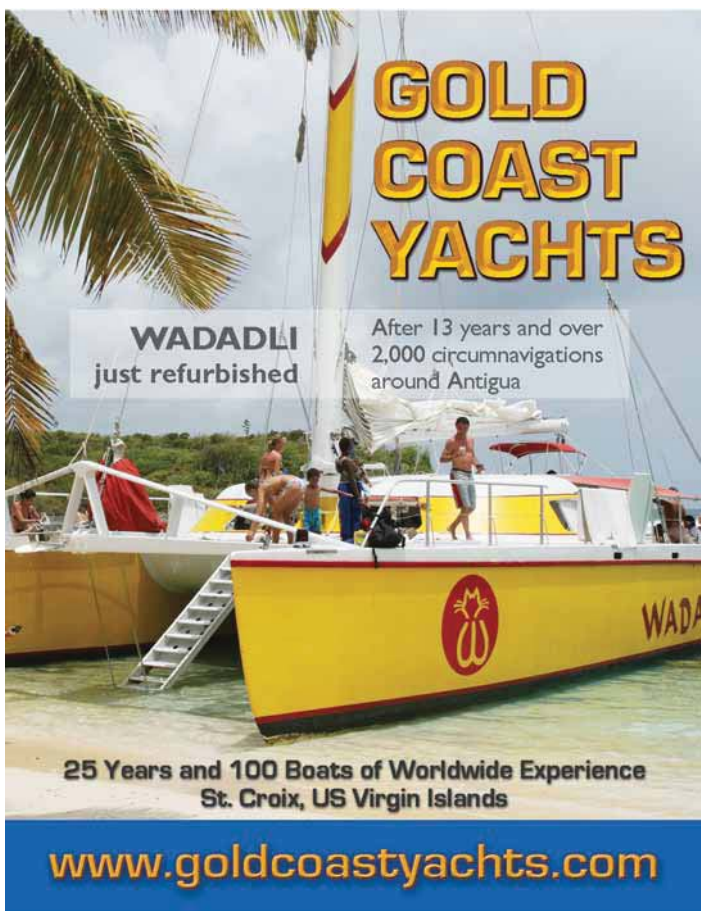
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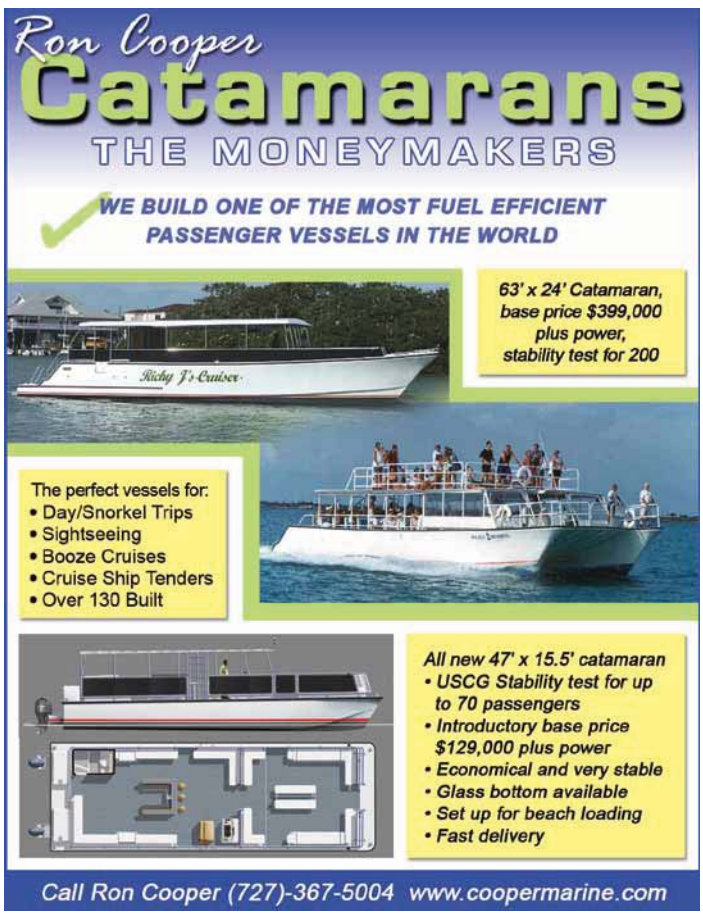
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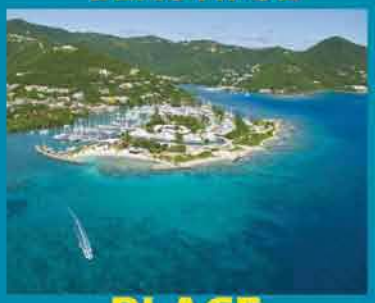

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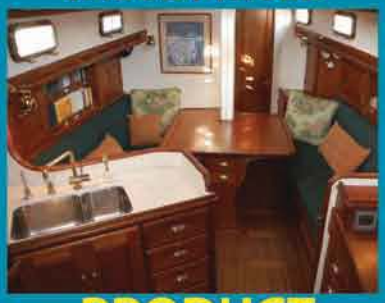

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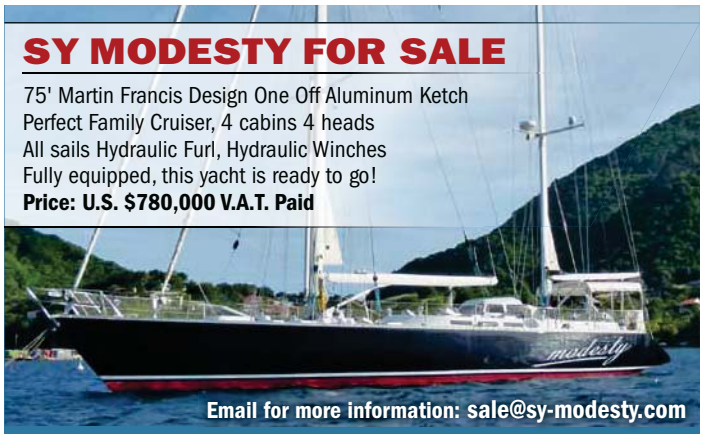

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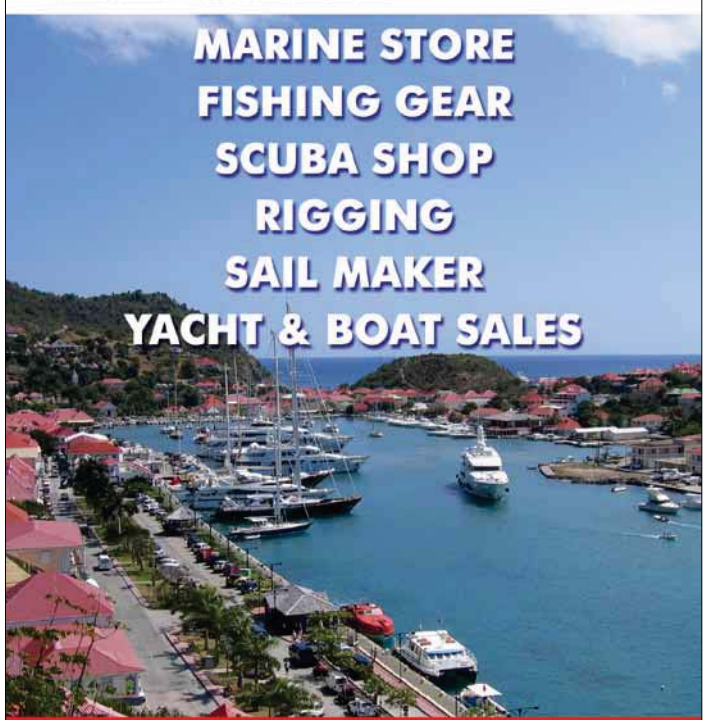

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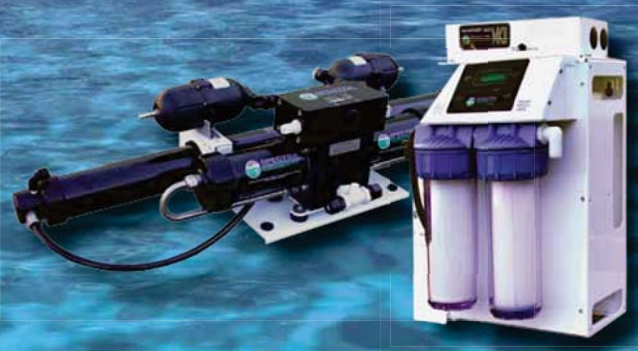

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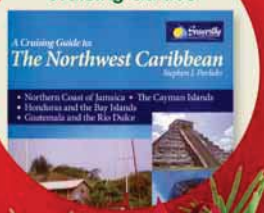

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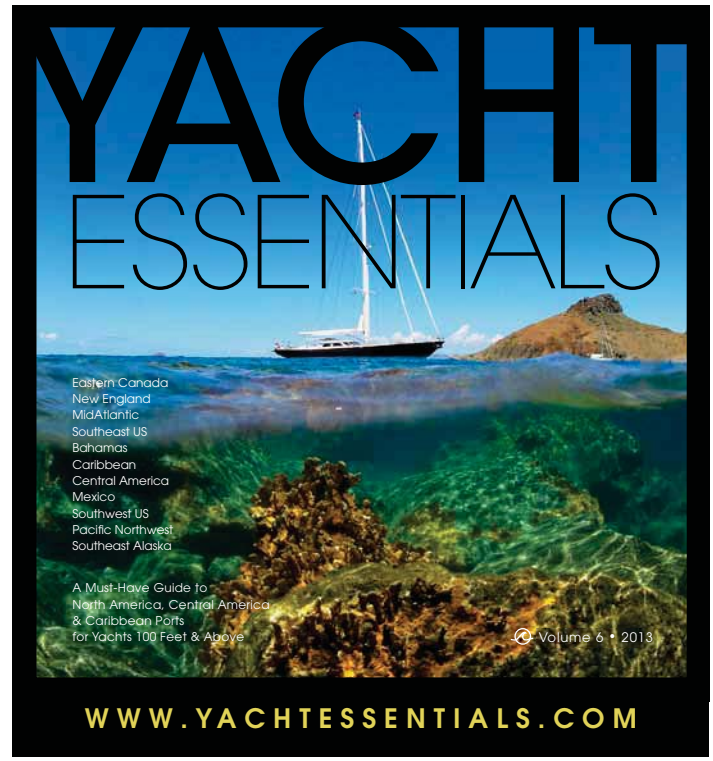

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THE DISH

HAPPY HOLIDAY EATING

BY CAP'N JAN ROBINSON

It is that time of the year, so make your days jolly. Enjoy hors d'oeuvres with friends and family and serve with your favorite holiday beverages. Season's Greetings!

PEARS WITH BLUE CHEESE, ARUGULA, & PROSCIUTTO

Preparation time: 15 minutes. Serves: 6-8

2 pears (Bosc, Bartlett, etc), each cored and cut into 8 wedges
1 fresh lemon, squeezed
16 leaves of arugula
6oz crumbed blue cheese
6oz thinly sliced prosciutto, cut in half lengthwise

In a small bowl, toss the pears in the lemon juice. Layer a slice of pear, heaped tsp blue cheese, and an arugula leaf on a piece of prosciutto and roll up. Arrange attractively on a dish and serve.

APPLES AND CARAMELIZED ONION TARTS

Prep. time: 20 minutes. Cooking time: 45 minutes. Makes: 2 tarts

3 tbsp olive oil
2 medium onions, thinly sliced
2 apples (Gala, Braeburn, etc), thinly sliced
1/2 cup creme fraiche or sour cream
½ tsp Kosher salt
½ tsp freshly ground black pepper
2 sheets frozen puff pastry (from a 17.3-ounce package), thawed

Heat oven to 400° F. Heat the oil in a large skillet over medium heat. Add the onions and cook, stirring occasionally, until soft and golden brown, 12 to 15 minutes. Stir in the apples, salt, and pepper and cook until just tender, about 2 more minutes. Place each sheet of pastry on a parchment-lined baking sheet and prick all over with a fork. Spread with the crème fraîche, leaving a ½-inch border; top with the onion mixture and bake until the pastry is crisp and browned, about 30 minutes. Cut into pieces before serving; serve warm.

BAKED CAMEMBERT WITH SUNDRIED TOMATOES

Prep. time: 10 minutes. Cooking time: 10 minutes. Serves: 8

1 (8 oz) round of Camembert (as sold in a wooden box)
½ cup sun-dried tomatoes (packed in oil), drained and sliced
1tsp dried oregano
1 tbsp chopped garlic (packed in oil) drained
1 tbsp olive oil
Crackers or toasted rounds for serving

Heat oven to 350° F. Remove the Camembert from its paper or plastic wrapping, return it to the wooden box (discard the lid) and place on a baking sheet. Mix together the sun-dried tomatoes, garlic, and oregano; spread over cheese. Drizzle with the oil and bake until soft, about 10 minutes. Or microwave a minute or two. Serve immediately.

BACON-WRAPPED PORK LOIN WITH CHERRIES

Preparation time: 15 minutes. Cooking time: 1 hour. Serves: 6

1 (2 lb) boneless pork loin
3/4 tsp ground allspice
Fresh ground black pepper
3/4 cup dried cherries, chopped
3/4 cup fresh flat-leaf parsley, chopped
1 tbsp whole-grain mustard
8 slices bacon
2 tbsp currant jelly
2 tsp red wine vinegar

Heat oven to 450°F. Season the pork with the allspice and pepper; place in a baking dish. In a bowl, combine the cherries, parsley, and mustard. Spread evenly over the pork. Lay the bacon slices crosswise over the pork, overlapping them slightly and tucking the ends underneath. Roast for 10 minutes. Turn oven to 350°F and continue cooking for about 25 minutes. In a small bowl, combine the jelly and vinegar, then brush over the bacon and continue roasting for about 10 more minutes, until a thermometer registers 150°F. Remove meat from oven and let rest at least 10 minutes before slicing and serving. Serve with Baked Sweet Potatoes and your favorite green vegetable.

Capt. Jan Robinson's Ship to Shore Cookbook Collection *is available at your local marine or bookstore. Visit www.shiptoshoreINC.com email CapJan@aol.com Tel: 704-277-6521. Don't miss the new cookbook added to Jan's collection:* DINING ON DECK

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