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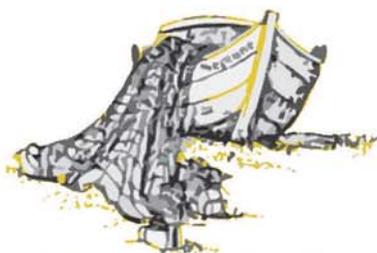
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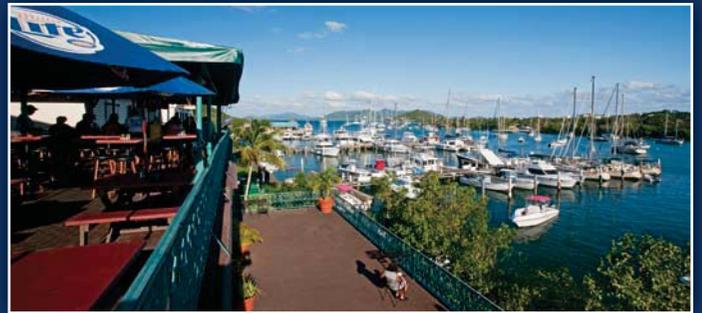
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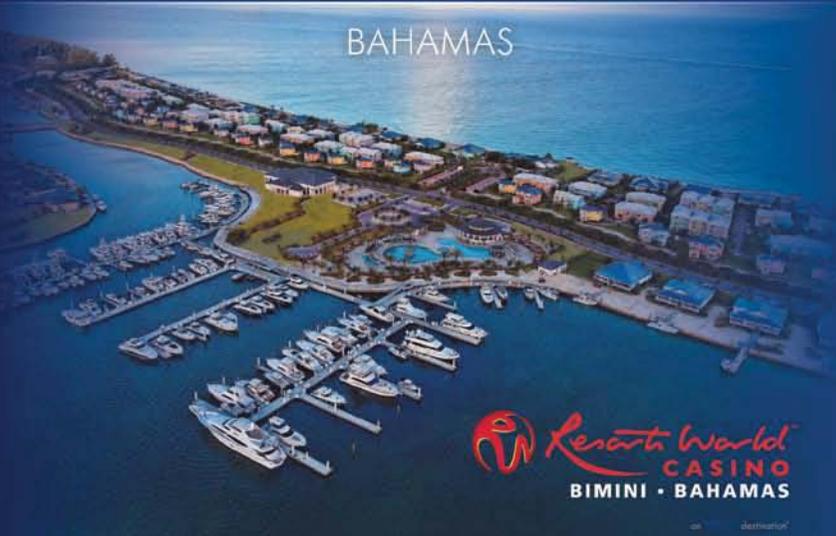
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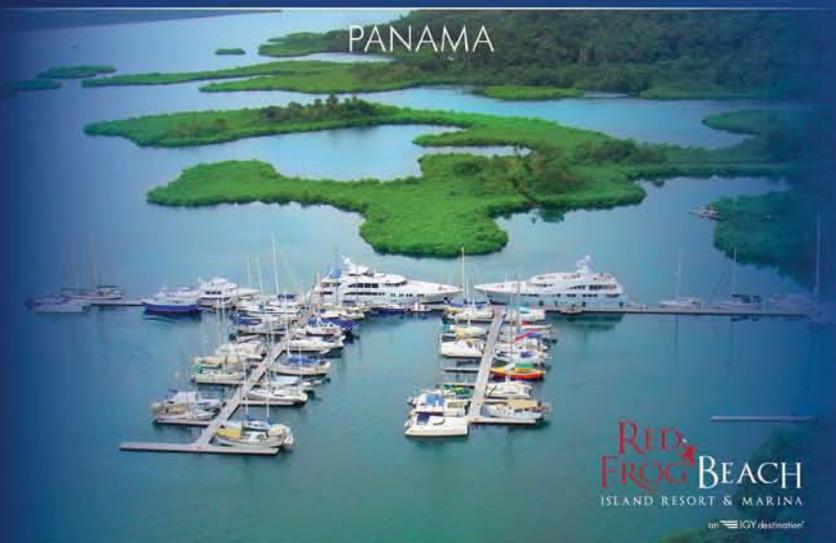
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# FISH, FRUIT AND HEAVY METAL

Caribbean fruit is a wonder to behold and most people visiting a local market for the first time are taken aback by the strange yet wonderful goodies on display. What are they? What do you do with them? Are they good for you? We challenged our senior writer Carol Bareuther, a registered dietitian who knows a lot about food, to come up with her top eight favorite tropical fruits. Carol accepted the challenge and not only named her favorites, she gave us information about calories and vitamin content too (see page 42).



PHOTO: DEAN BARNES

Nothing gives you confidence like a decent engine, one that springs to life and purrs at the turn of a key. When I bought *G-String*, her engine failed to do that and, although I was told it was nothing more than a fuel problem, it turned out that the 10hp Yanmar was shot and required a top to bottom rebuild.

I have sailed on boats with some interesting engines. My 1932 cutter *Driac II* had a 20hp hand-start Albin diesel that only I could bring to life. Stronger men than I had tried to start the beast but none had the knack of dropping the decompression lever at the right time and woe betide those who got it wrong. The engine would take offence and back-fire flinging the cranking-handle backwards at high speed seeking to smash a wrist in retaliation at such shoddy work.

My favorite engine was a 1916 Kelvin Hughes petrol/paraffin engine, a monster four cylinder that you kick-started ... well, sort of. The engine was set at an angle and drove a wing shaft and propeller which exited on the starboard side next to the deadwood, aft. Its job was to push an 80ft Dutch sailing barge and it did this with power to spare ... once you got it started.

Here's the procedure:

ONE: Open the oil reservoir drip feed from the head-er tank and time the oil through the sight-glass until you achieve one drip per second.

TWO: Wind back the four decompression posts, one on each cylinder head. (They resembled bolts and you backed them off with a wrench.)

THREE: And this is where it got interesting. Remove the forward decompression post altogether and pour neat gasoline down the hole into the cylinder. Replace the decompression post and tighten down. Open the overhead fuel tank marked 'Petrol/Gasoline'.

FOUR: Take the massive starting handle and insert in the center of the external flywheel at the front of the engine. (This was difficult to miss as it was about four-feet in

diameter.) Turn the cranking handle by hand until you feel resistance. This always occurred on the downward stroke at around two o'clock. Reach up and grab the bronze rail attached to the beam overhead with both hands and haul yourself up as if you are about to do pull-ups. Bend your knees and position your feet on the starting handle ... and stamp down. Hard! If you got it right, the engine would start, the handle fly off and you were ready to rock.

FIVE: No you're not finished yet. Tighten down the remaining decompression bolts to bring the other three cylinders online. Give the engine about ten minutes to warm up and then turn off the petrol/gasoline cock and open the gravity fed paraffin tank.

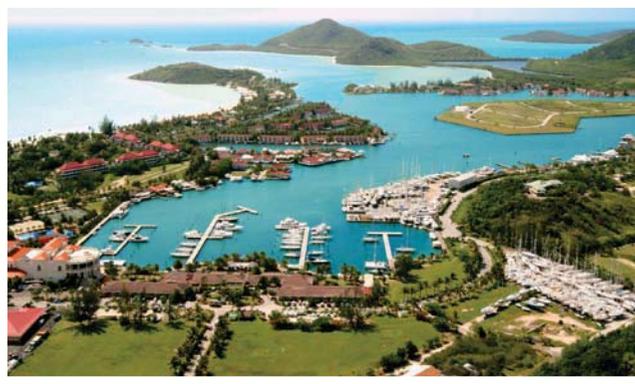
That lovely old engine might kill you on starting, but once it was running it sounded like a sewing machine.

This month, I am delighted to include a report from the Ernest Hemingway International Billfish Tournament in Cuba, one of the oldest sport fishing events in the world (see page 30). The continuing embargo by the US on the communist state has meant this tournament has struggled in the past. However, thanks to hard work and delicate negotiations by those who put politics aside; this year's event broke new ground and saw a limited number of American anglers taking part. This is the second time this year that I have seen a Caribbean event bring together, in friendship, sportsmen from countries whose governments continue to spit and snarl at each other. Strike up one more for the camaraderie of the sea. ☺

See you on the water!

**Gary E. Brown,**  
Editor





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PHOTO BY TODD VANSICKLE

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COVER SHOT: Marlin Release, Cap Cana Fishing Tournament | **Photo by Richard Gibson**



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CARIBBEAN**

**Publisher:**

**CHRIS KENNAN**

[publisher@allatsea.net](mailto:publisher@allatsea.net)

**Editorial Director:**

**GARY BROWN**

[gary@allatsea.net](mailto:gary@allatsea.net)

**Art Director:**

**AMY KLINEDINST**

[amyk@allatsea.net](mailto:amyk@allatsea.net)

**Advertising:**

Caribbean Sales  
[advertising@allatsea.net](mailto:advertising@allatsea.net)

Virginia and Carolinas Sales

**KATHY ENZERINK**

[kathy@allatsea.net](mailto:kathy@allatsea.net)

Advertising Inquiries:  
[advertising@allatsea.net](mailto:advertising@allatsea.net)

**Accounting,**

**Subscriptions:**

[accounting@allatsea.net](mailto:accounting@allatsea.net)

Owned and Published by  
Kennan Holdings, LLC  
382 NE 191st Street #32381  
Miami, Florida 33179-3899

**phone (410) 929-2248**

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



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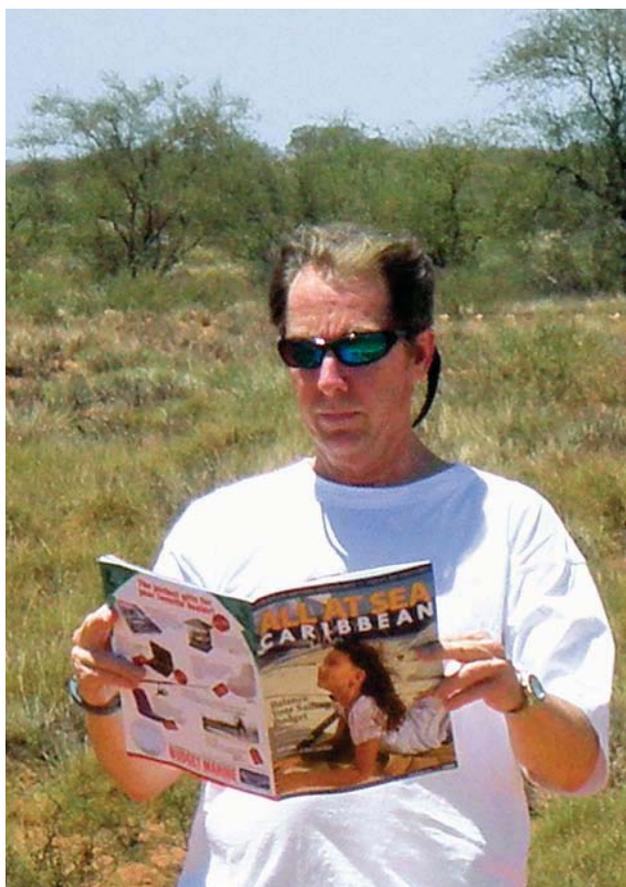
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## IT'S HOT AND DUSTY BUT *ALL AT SEA* IS THERE!

Captain Art Baitz, of Jensen Beach, Florida, sends greetings from the heart of the Australian Outback. Miles from nowhere, in the Pilbara region of Western Australia, Cap'n Art needed to reconnect with the briny and what better way than by reading the Caribbean's favorite waterfront magazine *All At Sea*.

"Good on yer, Mate!"

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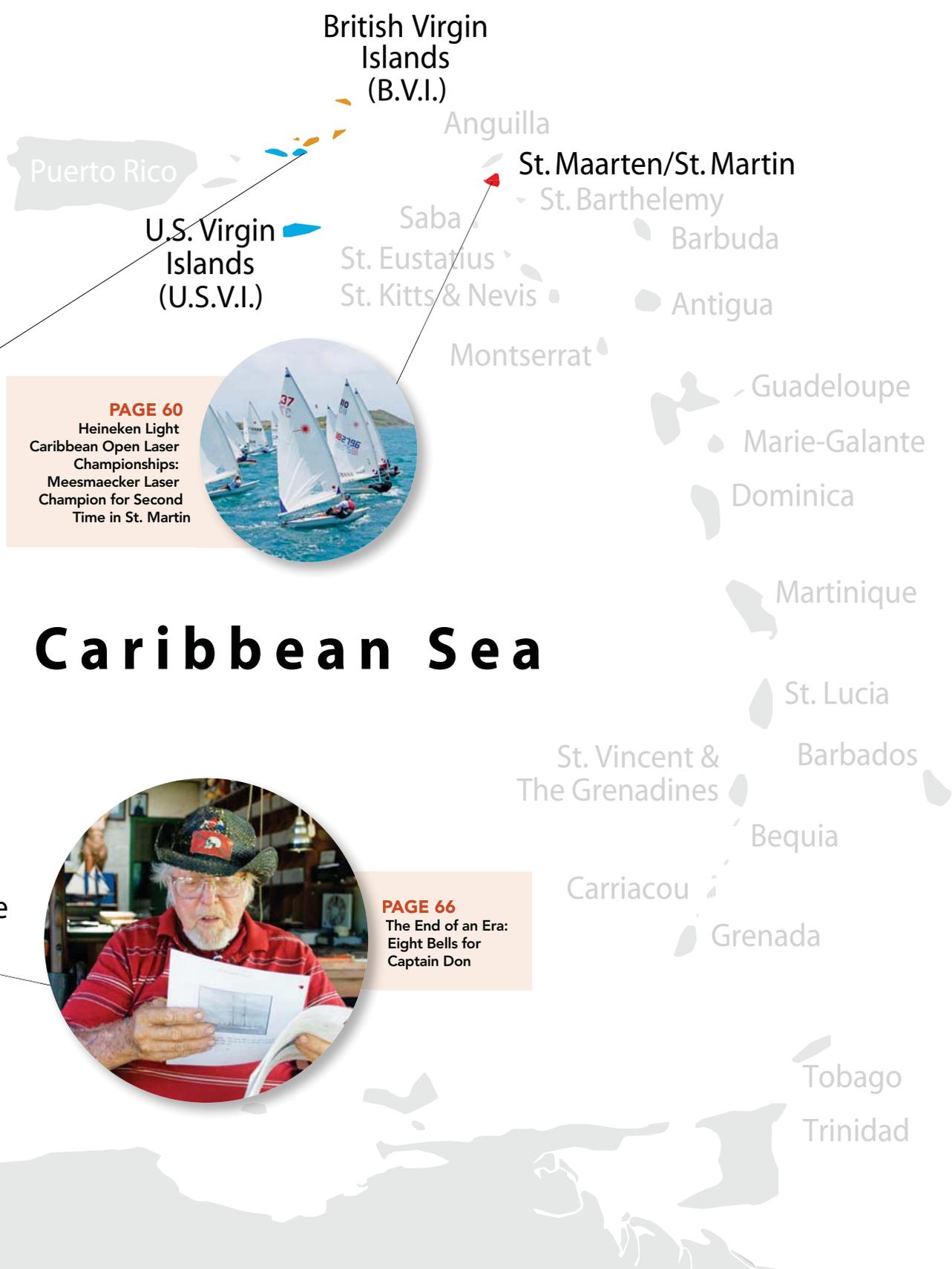
## ISLAND EVENTS & INTERESTS

*ALL AT SEA'S*  
CARIBBEAN COVERAGE



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Junior Sailor Profiles:  
Brother & Sister Teddy  
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Time in St. Martin



# Caribbean Sea

Bonaire



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The End of an Era:  
Eight Bells for  
Captain Don

# CARIBBEAN NEWS

A BRIEF LOOK INTO THE HAPPENINGS OF OUR WORLD



Scrub Island Marina

## Offshore Sailing School add new location in the British Virgin Islands

In addition to their long-standing relationship as the Official Sailing School of the Moorings on Tortola, Offshore Sailing School now have a new location at Scrub Island Resort, Spa & Marina.

Offshore Sailing School offer a number of courses including: Learn to Sail, Performance Sailing, Bareboat and Live Aboard cruising, and corporate team building programs. All of the school's instructors are US Sailing-certified and they offer Colgate certification as well as US Sailing certification.

Offshore Sailing School celebrate their 50th Anniversary this year, and have taught over 130,000 adults and families to sail or sail better.

For more information, visit: [www.OffshoreSailing.com](http://www.OffshoreSailing.com)

## Resort promotes over-fishing for conservation in Cayman Islands

Comfort Suites Grand Cayman is working to help rid Cayman Islands' waters of invasive lionfish.

"The lionfish was introduced to Cayman Islands' waters and have wreaked havoc on our local fish population - which has in turn damaged our coral reefs - so we jumped at the opportunity to do something about it with our partners at Ambassador Divers," said Tom Mason, General Manager of the Comfort Suites resort on Seven Mile Beach.

Jason Washington, owner of Ambassador Divers, said people had bought lionfish for their aquariums and, when they saw how they devoured other fish in the tanks, dumped

them into the ocean - not knowing the species could produce 30 thousand eggs every four days.

In an effort to cull the island waters of the killer fish, the Cayman United Lionfish League (CULL) launched a fishing tournament which is counter-intuitive to the norms of sustainable fishing. Their aim: To drastically reduce the lionfish population on the reefs.

"We can only maintain our reef, much like someone cuts their grass, we can never completely rid our waters of this fish, but we can, through our culling efforts, help stem the tide," asserted Washington.

The invasive species is not eaten by Caribbean predator fish so Washington looked ashore for a solution: "Fortunately it is quite a delicious species and we've shown the local restaurants how to appreciate its white, flaky flesh. Demand has outstripped our ability to supply, so we need more tourists to help us fish."

The Cayman Islands even got celebrity chef, Anthony Bour-



Lionfish are damaging reef habitat in the Cayman Islands

dain, to appreciate the taste thereby attracting more international attention to the fight to restore indigenous fish stocks by catching, and eating, the lionfish. Now that's initiative.

### Christophe Harbour opens for superyacht business

A new marina designed to set the standard in homeports, has held its groundbreaking ceremony in St Kitts.

The official ceremony was held in front of local dignitaries - including the Governor General, His Excellency Sir Edmund Lawrence; Prime Minister Denzil Douglas, and Minister Richard Skerritt.

Christophe Harbour offers berths up to 65-metres (214ft), with a draft of 5.6-meters (18.5ft), and the marina features a professionally engineered entry and turning basin. Customs clearance is available on site with the marina a designated point of entry. The new facility is also able to offer significantly reduced bunkering costs due to no duties on the import or sale of fuel, is 15-minutes from an FBO airport and will feature 300 berths, up to 91-metres (300ft) LOA, once the development is complete.

For more information, visit: [ChristopheHarbour.com](http://ChristopheHarbour.com)

## EVENT CALENDAR

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

### FISHING:

 **DOMINICAN REPUBLIC**

**AUGUST 7 - 9**  
Puerto Bahia Open Billfish Tournament Fishing Tournament  
[wtevents01@gmail.com](mailto:wtevents01@gmail.com)

 **PUERTO RICO**

**SEPTEMBER 3 - 9**  
San Juan International Billfish Tournament Fishing Tournament  
[www.sanjuaninternational.com](http://www.sanjuaninternational.com)

 **ST. THOMAS, USVI**

**AUGUST 7 - 11**  
USVI Open Atlantic Blue Marlin Tournament Fishing Tournament  
[www.abmt.vi](http://www.abmt.vi)  
[loveto@islands.vi](mailto:loveto@islands.vi)  
340-775-9500

### AUGUST 9 - 10

'Wet n' Wild' Center Console Team Tournament Fishing Tournament  
[www.abmt.vi](http://www.abmt.vi)

 **VIRGIN GORDA, BVI**

**AUGUST 13 - 15**  
BVI Open Fishing Tournament  
[www.abmt.vi](http://www.abmt.vi)

### SAILING:

 **ARUBA**

**AUGUST 15 - 17**  
Aruba Regatta Sailing Regatta  
[aruba-regatta.com](http://aruba-regatta.com)

 **CARRIACOU**

**AUGUST 1 - 4**  
Carriacou Regatta Festival Sailing Regatta  
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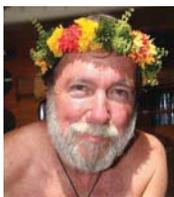


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# A NOVEL APPROACH TO EARNING UNDER SAIL

BY CAP'N FATTY GOODLANDER



Solitude – *Ganesh* anchored in St Vincent Bay, New Caledonia

**F**or 35 years I've written a Caribbean boating column that chronicles how utterly and pathetically stupid I am. And, despite all logic and commonsense, I'm not about to stop now. I'm just getting good at it. I'm totally focused. No member of the offshore sailing community is as dumb as I. Yes, that is a direct challenge to each and every one of you none-too-bright blue water yachties. Plus, there's the longevity thingy. I'm on my 54th year of being exiled from shore—ha ha! Beat that! And I've recently had some sort of mental break-through or break-down or break-dance ... whatever!

What I'm trying to say is this—I've brought myself to the next level. That's right; I've pulled myself up by my own Topsyders. Simple idiocy isn't enough anymore. I'm way beyond that! And I'm mainlining—just clamping down on the plunger straight into my aorta! I've discovered something profound and weird about the nature of my ignorance—of its unique weight, heft, and size. I know, I know—I'm not supposed to exaggerate in print—but I honestly believe I've broken through Everyday Reality into Total Cosmic Delusion.

Let's back up slightly.

I'm in New Caledonia. It's French. My wife likes the wine. I'm addicted to the almond croissants. Alas, in order to purchase said wine and pastries, you have to go ashore. The people

here aren't nice. In fact, they are awful. (Well, I met one guy named Pierre who was okay—but he was the exception.)

In the past, I've often been accused of being a Francophile. I love St. Martin, Guadeloupe, Le Saintes, and Martinique. I've raced all over coastal France, on both the Med and Atlantic sides. I've cruised its canals. I love French Polynesia. I can't wait to return to Mayotte, off the coast of Africa.

But New Caledonia?

The continentals here are mean, greedy, short-tempered, evil, and dumb—and those are the nice ones! The other continentals are far, far worse—and should be given the option to: (1) commit suicide; and (2) be killed.

That's fair, I think.

Unfortunately, the Kanak tribal people are no better. Picture a very primitive people who are just bright enough to sniff inhalants in sufficient quantities as to be unable to regain the use of their feet to overthrow their (see above) oppressors.

No, I have no desire to work for the local tourist department; yes, I'm leaving soon.

And yet this place is absolutely perfect for what I'm using it for.

Perfect is a strong word.

We'll return to the above shortly.

Every ten days or so, we return to Noumea for provisioning. My wife Carolyn—bless her heart—braves the land-lubbers ashore long enough to get our food lockers and freezer bulging. Then we hastily up anchor, go to an utterly pristine empty anchorage, and do it again.

Do what?

Spew.

Normally, I write for four hours a day, five days a week, and have done so for almost four decades. But now that workload seems so light and unfocused as to be laughable.

I currently wake at 6am and am writing by 7am. I work until noon when my wife serves me a magnificent gourmet lunch, which takes two hours to eat. We savor. We moan. We lick. We laugh. We burp. We drool. We even chortle.

There are main courses and palate cleaners and sweet & savory dishes ... fruits ... pastries ... enough food to kill a horse.

Or, at the very least, to put a horse to sleep.

I am not a horse.

I spring up and have that look in my eye.

My wife shrieks and makes a dash for it. Alas, she trips. (We'll close the curtain here.)

Afterwards, I nap and awake refreshed at 3pm.

I write for another two hours, making for a total of seven hours a day at my keyboard, seven days a week, 30+ days a month.

Now, when I say write I don't mean *think*. A lot of writers make that mistake—to assume you need content. That's silly. Content is totally overrated. Take the publication you're holding in your hand. It's worth what you paid for it, isn't it? There! We agree.

So, no, I don't worry about content. I think in terms of words-per-day. I'm averaging about 5,000 of those little word-thingies every day, and have been for months.

Every word is funny. I write naked. Every few minutes I re-read what I've just written, bend over in laughter, run on deck waving my 13-inch Mac Air, and scream at the top of my lungs; "That's sick! Totally sick. The man who wrote that should have his penis twisted off with a rusty pair of pliers."

I kid you not. It's good. I've sent whole chapters of it out to various other writers and they all agree. HST says, "I think I checked out just in time." Ha! High praise indeed from an early hero who used to know something about high—back before he started to play with the wrong end of his weapons.

A relative of Joshua Slocum encouraged me with, "I'm not sure which my great great great grandfather would be more ashamed off—being a sailor or being an American."

Whoa!

I sent an advance copy, still in the galleys, to the executive council of the SSCCA—and the next day they announced they were disbanding. Ouch!

Let's put it another way: a number of sailing attorneys

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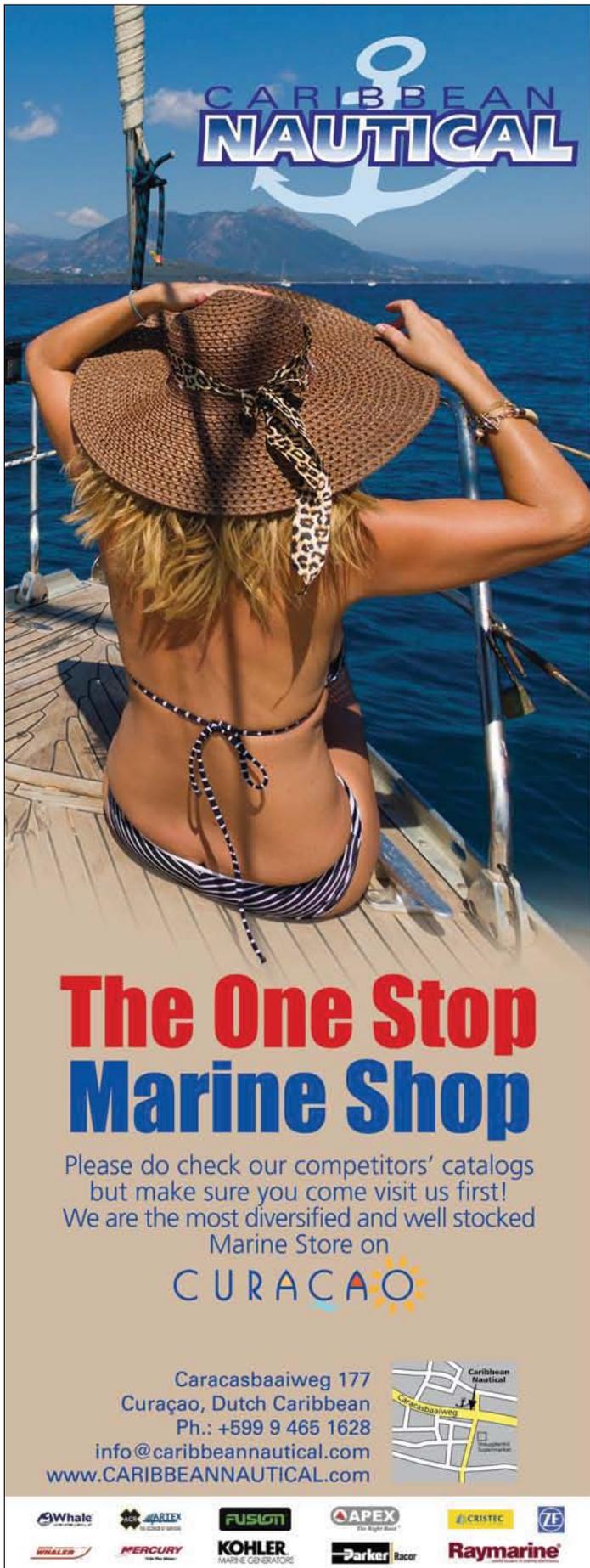


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who do pro bono work for the ACLU have requested the book be banned. (Thank God for eBooks, as one conservative logging group has already refused to supply the paper for the dead-tree edition.)

Do I think it will sell? Well, *duh*, it has sex in it. And I don't mean vanilla sex either. I'm talking about sex scenes that would make the Marquis de Sade blush.

My wife isn't quite as enthusiastic as I am. "Well," she said, trying not to allow my ego to be too over-inflated, "There is something to hate on every page!"

The VI Boating Industry group is reported to have issued its first 'fatwa' via its tight-lipped announcement of "50K for his head atop a boathook!"

Now, the only trick is to keep it a secret. I used to write for *Gallery* magazine under the name Condor Van Harding, and am considering dusting him off. Or just using Ben Dover or Seymour Butts.

Oh, this has been *such* fun. I love literature, and literature loves me back. I can barely wait to start collecting my royalties. Of course, the real money will be from selling the movie rights—and optioning the remainder of the series. (Oh, yes, my pen ain't empty yet.) Needless to say, I'll retain full artistic rights—even hire and fire! The main problem will be who plays me. Nicholas Cage can't act weird enough. Edward Norton doesn't have the range. Robert De Niro's too old.

Licensing is something I'll want to get some legal advice on in case Beneteau or Bavaria wants to issue a special offshore cruising design which features a 'Cap'n Fatty whoopee room' or something. (There's a well-equipped whoopee room on a well-known 390ft mega-yacht and I've always been a bit envious.)

But licensing at this level is tricky. I don't want to license, say, a group of feminists to use my face on the bottom of ashtrays in such a clumsy manner as to prevent me from taking money from deep-pocketed misogynists as well.

See how difficult being a successful inkslinger is? Did William Shakespeare have to put up with feces like this? (No, which is a vote for using a pen name, right?)

The best part is, of course, the world is my oyster. I can do what I do anywhere. But for doing something like this—locking yourself aboard and spewing 200,000 of the worst words ever—New Caledonia is the perfect spot.

Or, to put it another way, I have no desire to go ashore and I'm sure shore feels the same about me. 

---

*Cap'n Fatty Goodlander has lived aboard for 53 of his 60 years, and is currently on his third circumnavigation. 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](http://fattygoodlander.com)*



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# SAILING WITH CHARLIE

## ANOTHER WORLD

BY JULIAN PUTLEY  
GRAPHICS BY HANNAH WELCH

One of the pleasures of Caribbean cruising is being able to jump into the warm clear water and take a relaxing, therapeutic swim. Charlie encourages all his charter boat guests to take the plunge at every opportunity.

"But what about the sharks? I saw a program on TV ..." a young man may nervously enquire.

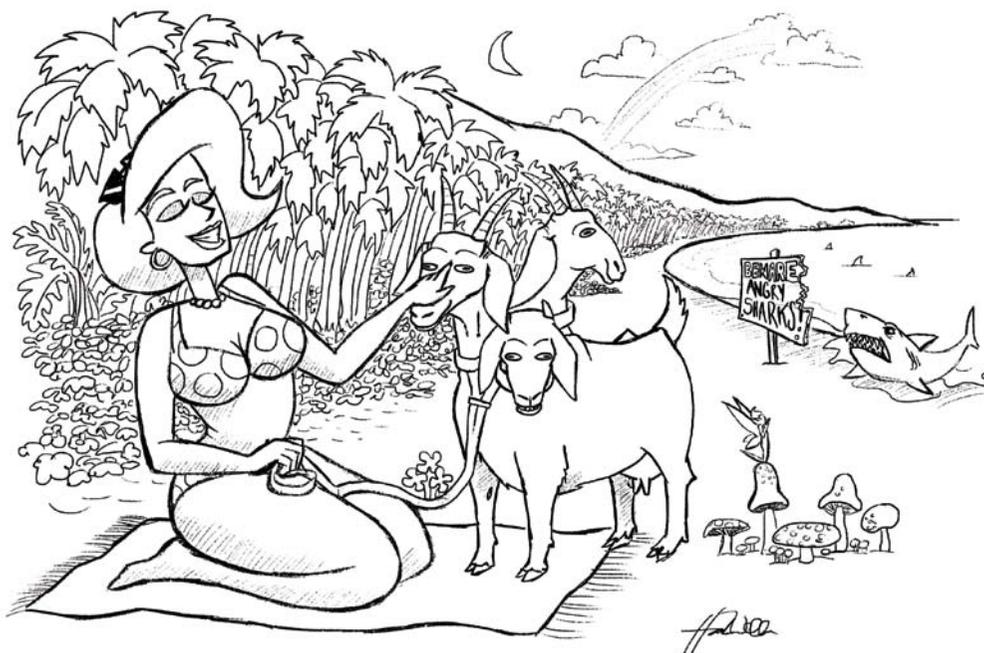
Charlie's response is always: "You're more likely to give birth to a two-headed goat than suffer a shark attack!"

Confidence maybe slightly restored – and Charlie advises to take swimming to another level and don mask, snorkel and fins for a glimpse into 'another world'.

Most lifestyles don't offer the opportunity to immerse oneself in another world, except in the movies. Snorkeling is indeed fascinating but many have a pre-conceived idea of what a great snorkeling experience should be. Charlie has often heard disappointing comments like, "There's nothing there, where's all the big fish?" But there is so much more than 'big fish'.

Charlie is prompted to reply, "There are none so blind as those who will not see." The colors, shapes and sizes of all the corals; the staghorn, elkhorn, pillar and star corals are just a few; the soft corals like the beautiful purple sea fans and the gorgonians. There's the disappearing Christmas tree worm, the feather duster, the sea urchin ... the list goes on.

One also has to wonder at what the underwater life thinks of us – the obtrusive visitor to its world. Probably it doesn't think about it at all. After all our existence is nothing but a calamity to that of the species of the underwater world. We drop anchors and chains on their habitat, we pollute the water, we take certain species to eat; we even throw junk food into the water for them to eat, not real-



izing we're probably slowly killing them. But do they bear us a grudge? Are they hostile to our senselessness? The answer is no. Underwater life is not equipped with reason, sentiment or emotion. It instinctively hunts to eat, to preserve its life and to procreate – that's it! No, flipper isn't always smiling at us – that's just the way he looks. Barry the cuda isn't vicious, that's just the way he looks. And whatever happens to the underwater world, it just takes it all in its stride, whether it is good, bad or ugly.

The human race has made monumental strides in the last 150 years. We shoot ourselves into space and we talk and see each other across the world via video link. We know what's going on in almost every corner of the world and we're able to clone ourselves (except that it's illegal). We have learned how to make annihilating weapons ... BUT we haven't learned how to live with each other in peace and harmony. We're too smart for our own good.

Charlie always marvels at the tranquility of the underwater scene; nothing aggressive here. So for neophyte snorkelers and scuba divers just remember – nothing will attack you under the sea, only your own fear. 

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



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# FOXY'S FORTIETH ANNIVERSARY WOODEN BOAT REGATTA

ENDEAVOR II WINS SLOOP CLASS

BY CAROL M. BAREUTHER



PHOTO COURTESY OF GEOFF BROOKS

The Jost Van Dyke built sloop *Endeavor II*, with Foxy Callwood onboard, takes on the fleet

Sailors aboard old-time 'woodies' and newer 'classic plastics' came together to celebrate Foxy's 40th Wooden Boat Regatta held on the British Virgin Island of Jost Van Dyke over the weekend of May 24th – 26th.

The theme of this ruby anniversary was definitely old meets new meets in-betweeners, too. For one, Foxy Callwood himself came out to race aboard *Endeavour II*, in the 32ft island-built sloops first competition since being launched last November by the Jost Van Dyke Preservation Society. Secondly, West End Yacht Club (WEYC), the organizers, changed the traditional format from single-handed racing the first day to a two-day event for all hands on all boats. Finally, the regatta also saw a contingent of contemporary racers kick-off of the fourth annual Gosling's Race Series.

"Our main event was having *Endeavour II* ready to sail after many years of just wanting to get her into the water," says Foxy's wife, Tessa Callwood. "Elvett (Meyers) drove



Built in 1897, the 91ft yawl *Galatea*, from St. Croix, makes going to windward look easy

PHOTO COURTESY WEST END YACHT CLUB

*Endeavour* for us on Saturday and won against the other island sloop, *Intrepid*, captained by Martin Van Houten, commodore of the WEYC."

Professor Geoff Brooks, curator of the Virgin Islands Maritime Museum, sailed with Van Houten aboard *Intrepid*. "It was our first chance to evaluate *Endeavor's* speed and she did very well. She beat us soundly in two races on Saturday and we managed to win the one race on Sunday. So overall, *Endeavor* took first place in the local sloop class."

A resurgence of six wooden boats from the USVI and BVI competed in a class of their own. Remarkably, this class was won by Dr. Robin Tattersall. Back in 1975 for the first official Foxy's regatta, Tattersall, his then 15-year-old son and son's teenage friends had a blast sailing Tattersall's 36ft Francis Herreshoff Nereia ketch, *Galatea of Tortola*, to champion this same class.

This year, Tattersall, who became friends with Foxy when he removed the calypsonian's appendix back in the 1960s, says, "I raced *Diva* (modified 30ft square meter) with good friend Pat Bailey. We were lucky in that the winds were too light for our main competition, the magnificent 1899 M Class *Galatea*. The second day, the wind was stronger and with *Galatea's* waterline about twice that of *Diva*, she caught us by a minute at the end. It was a joy to see her gracefully pass us not long before the finish."

Looking ahead, Tattersall adds, "The number of wooden boat entries had dwindled to close to zero recently but, both in New England and in Europe, classic regattas are booming and many new 'classic' type boats are being built in wood these days, some of which come to the Caribbean. A good example of these are the Spirit Yachts from England of which several were shipped over and took part in the regions various regattas. It would be wonderful if Foxy's could in some way be incorporated into their itinerary before they are shipped back to Europe. I am sure they would probably want to participate."

Finally, the BVI's Jon Charlton, who won the Goslings Rum Series three years in a row aboard his C&C 41 CB, *Red Stripe/Reba*, got off to a good start in this year's series standings by winning the racing class aboard the 1978-built IC24, *Black Pearl*.

"The lighter than usual wind velocity gave us a bit of an advantage over the larger boats, and we were able to take advantage of the multiple wind shifts to stay with the larger boats for the most part," says Charlton. "The best, however, is the friendships that evolve from this regatta last from year to year. Foxy puts on a good show with live music and great food ... it's a regatta that all should do." 

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

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# PUERTO RICO HEINEKEN INTERNATIONAL REGATTA

BY CAROL M. BAREUTHER



PHOTO: DENNIS RIVERA

*Lazy Dog*, Melges 32, third place finisher in Racing A

**T**he Puerto Rico Heineken International Regatta & Puerto Rico International Dinghy Regatta brings the northern Caribbean spring sailing season to a close.

Two years ago the Puerto Rico Heineken International Regatta (PRHIR) and Puerto Rico International Dinghy Regatta (PRIDR) hit a hiatus. This year, 55 boats set sail out of the Yacht Club at Palmas del Mar, in Humacao, for a second annual and successful reprise held May 31st to June 1st. Word is quickly spreading about the renewed regattas superb sailing conditions, cold beer, hot music, plenty of fun – both off and onshore – and most of all excellent competition.

Two of Puerto Rico's fastest boats topped the racing



Francisco 'Faccio' Figueroa (left) and Jolliam Berríos won the Hobie 16 class

PHOTO: DENNIS RIVERA



classes in the PRHIR. Racing A represented a three-boat one-design Melges 32 class won by Luis Juarbe on SOCA.

"We went out the day prior to practice and learned what we needed: to load the rig and create tons of punching power to go through the chop," says Juarbe, who added that in the wake of a challenging season plagued by gear failure his crew were hungry for a win. "Our greatest competition was *Smile and Wave*. They beat us on maneuvers, so we had to outdrive them and go fast, fast, fast. This was extremely hard since we had ten races total and the Melges 32 is a very physical boat."

In Racing B, the team aboard Jonathan Lipuscek's J/105 *Dark Star*, beat the competition by a nine-point margin and

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PHOTO: DENNIS RIVERA

The Olson 29, *Geronimo*, finished third in Racing B

with nine bullets in ten races. *Dark Star* experienced a rocky beginning by getting caught on the wrong side of a 30-degree wind shift at the start, yet they were able to play catch up and finish second to Jose Teixidor's well-sailed J/70, *Cachondo*. Impeccable boat handling and boat speed from start to finish rocketed *Dark Star* to first over the next four races. They held this position to the end in spite of trouble in the first day's last race when the spinnaker halyard tangled in the roller furling during the last leeward rounding.

"We had to douse the jib and use its halyard for the spinnaker for the last run," says Rafi Martinez, tactician aboard *Dark Star*. "This was fast thinking on the part of our bowman Ricky 'Millo' Marquez. In the end, good boat prep, good crew work, minimization of errors and having fun was the key to our success."

Gilberto Rivera at the helm of his J/24 *Urayo*, topped this six-boat one-design class,

"It was an exciting weekend," says Rivera. "We finished the first day with a comfortable lead. The second, our strategy was to try to get the most bullets possible and focus on our speed. We accomplished this and won seven cases of Heineken beer, the same weight as tactician Stanley López. Now our goal is to represent Puerto Rico in the J/24 class at the Central American and Caribbean (CAC) Games."

Jerome O'Neill's J/39 *Crystal*, won the PHRF Jib & Main class.

Meanwhile, in the PRIDR, which took place simultaneous-

ly with the PRHIR, the team of Francisco 'Faccio' Figueroa and Jolliam Berríos won the Hobie 16 class.

"We had a good fleet of 11 Hobie 16s with excellent competitive level," says Berríos who, with Figueroa, is a past Hobie 16 North American champion and was back sailing after a one year break. "We had no expectations, just to go out and have fun. Everyone was very competitive since we are all measuring our performance right before the qualifying events for the CAC Games."

In other results, José Arturo Díaz won Optimist Advanced, Pedro Luis Fernández the Sunfish Open, and Xavier Méndez Mateo in the Nativo class.

Looking ahead, organizer's plan to improve on this year's success and reach out to neighboring Caribbean sailors to bring their boats, explains Eric Tulla, president of the Puerto Rico Sailing Federation. "We have already secured our commitments to present the Puerto Rico International Heineken Regatta during the Memorial Day Weekend of May 23rd to 25th 2015. Additionally, we have secured serious interest in setting up a circuit among the other Caribbean Heineken sponsored regattas to intensify the competitiveness and friendships with a crescendo finale in Puerto Rico. We invite everyone to come join the party!"



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

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# ERNEST HEMINGWAY INTERNATIONAL BILLFISH TOURNAMENT

BY THE EDITOR

The 64th 'Ernest Hemingway' International Billfish Tournament, (EHIBFT) one of the oldest sport fishing events in the world, brought together 22 teams from the United States, Sweden, France, England, Italy, Canada, Mexico, Latvia, Spain, Russia and Cuba. During four days of fishing, from June 9th to 14th, 20 blue marlin and six white marlin were tagged and released.

Finishing in first place and named Overall Champion was the Cuban boat *Santi*, they tagged and released three blue marlin and one white marlin and added to their score with five dorado. This was an historic moment for the tournament as *Santi* represented the fishing community of Jaimanita (adjacent to the Hemingway Marina), and it marked the first time a team of Cuban fishermen have represented a village community.

Noting *Santi's* achievement, José Miguel Díaz Escrich, Commodore of the Hemingway International Yacht Club of Cuba and IGFA representative, said his goal was to see more communities take part in the 65th tournament, especially those north of Havana, and fishermen from the Cjimar community where Ernest Hemingway used to dock *Pilar* and where his captain Gregorio Fuentes lived.

Tensions between the USA and Cuba have long denied American sport fishermen access to the EHIBFT, but this year a thawing of relationships between the two countries saw greater participation by US Anglers.

Dr. Moisés Hernandez, a Miami resident and the first Cuban-American to participate in a Hemingway tournament, fished aboard the boat that finished third in the Tag & Release



Commodore Escrich (second right) and Dr. Moisés Hernández (far right) with first and third place competitors

category. At the awards ceremony, Dr. Hernandez thanked Commodore Escrich, noting that thanks to him he could now participate in the tournament. He added that, as the first to take part, he would join in the efforts of Commodore Escrich to make it possible for more Cubans living abroad to enjoy the great festival of sport fishing that will be the 65th tournament.

Again showing that restrictions on travel between the US and Cuba may be easing was the participation of a group of U.S. fishermen. They were there thanks to efforts by the Florida-Cuba Environmental Coalition, with which the Hemingway International Yacht Club of Cuba has entered into a partnership. The group received permission from the US Treasury Department to travel to Cuba and be present at the event.

This is first time the US government has granted a permit to US anglers to travel to Cuba, by air, for this event. The next step is to allow fishermen to sail aboard their yachts and participate in the 2015 tournament.

Four anglers from the Lighthouse Point Saltwater Sportsman Association carried a banner of partnership to Commodore Escrich. Accepting the banner, Commodore Escrich said he will work to bring more teams to the next tournament, from fishing clubs and associations worldwide.

This year's event celebrated the life and work of the American writer Ernest Hemingway who, 60-years ago, received the Nobel Prize for Literature for his novel *The Old Man and the Sea*. The tournament also marked the 80th anniversary of Hemingway's first crossing from Key West, Florida to Havana on his yacht *Pilar*.

The 65th Ernest Hemingway Billfish Tournament will be held May 25th –30th 2015

## AWARDS:

### CHAMPIONS TAG & RELEASE

Boat: *Santi*  
Country: Cuba

### SECOND PLACE

Boat: *Odds and Ends*  
Country: USA

### THIRD PLACE

Boat: *Tag & Release*  
Country: Cuba-USA

### LARGEST DORADO

Boat: *Santi*  
Country: Cuba

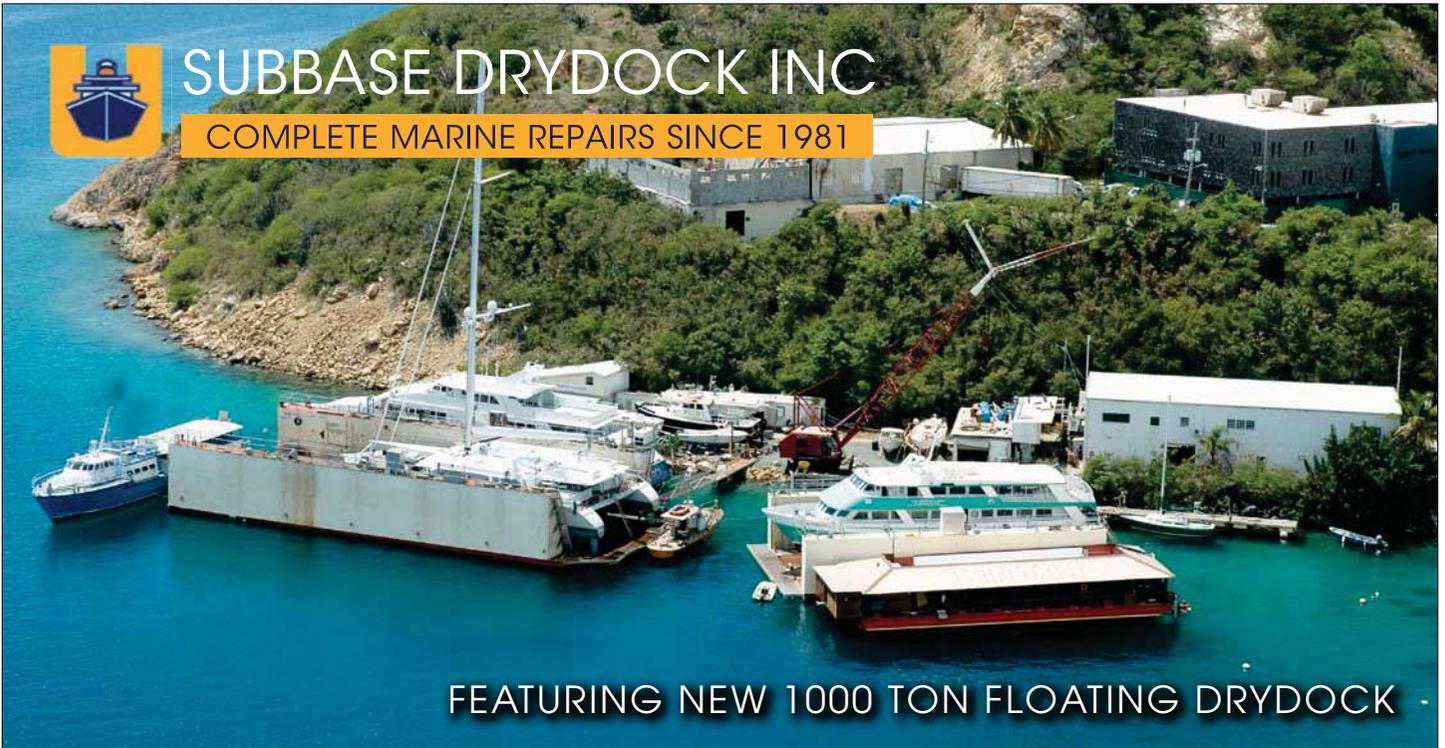
### LARGEST TUNA

Boat: *Rebel Yell*  
Country: Spain



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# INTERNATIONAL CAP CANA BILLFISH SHOOTOUT

SANDMAN TOP BOAT, GARCIA TOP ANGLER

BY CAROL M. BAREUTHER



PHOTOS: RICHARD GIBSON

Top Boat: Sandman with owner Sandra MacMillan.

The scoreboard on the first day of fishing in the 20th International Cap Cana Billfish Shootout showed a surprising entry: a release credited to Scott Leon, captain of *Sandman*, a 63ft Spencer owned by Florida's Sandra MacMillan. It's anglers, not captains, who get credited with billfish release points. Yet Leon received his 'points' as a humorous way of ribbing him about running over and releasing a FAD (fish aggregating device).

"Sometimes it takes something bad for something good to happen," says Leon, who with the anglers and crew aboard *Sandman* had the last laugh by ultimately winning Top Boat.

"The luck is that FAD started working



Top Angler: Carlos Garcia (right) with tournament director Rick Alvarez

for us that first day when our anglers released four white marlin," Leon recalls. This catch placed the talented team aboard *Sandman* second to those on Puerto Rico's *Peje*, a 47ft Cabo whose team finished the day in the lead by one billfish release.

Day two, *Sandman* jumped into the lead and distanced itself point-wise from the rest of the fleet. The collective efforts of all four anglers resulted in the remarkable release of three blue and three white marlin.

"The next day was slow for us. We only released three white marlin. But it wasn't slow for the other boats," says Leon, who preferred to fish the tournament over a 200ft deep shelf called 'the hotdog' due to its shape on nautical charts.

*Sandman* kept its lead the third day. However, the anglers aboard *Singularis* released six white marlin to propel them into second place ahead of *Peje*. *Peje*'s owner and angler, Carlos Garcia, added two white marlin to his team's effort. In doing so, Garcia planted himself firmly in the lead for Top Angler going into the fourth and final day of competition.

**The collective efforts of all four anglers resulted in the remarkable release of three blue and three white marlin.**

Neither *Sandman* by boat nor Garcia by angler was guaranteed their champion positions on that last day. One reason was team *Alina* from Aruba, which bid an incredible come-from-behind push to release four blue marlin and one white by the time lines out was called. Their determination gained *Alina* a second place in boat awards, displacing both *Peje* and *Singularis*. *Sandman*'s MacMillan released four white marlin to cinch *Sandman*'s Top Boat triumph. MacMillan's quartet of catch nearly earned her Top Angler too. However, *Peje*'s Garcia maintained his ground by releasing two white marlin. Garcia and MacMillan ended the tournament tied on points, however, Garcia took home the trophy by reaching his point total first.

"Consistency got me the win. I fish light tackle most of the time and this tournament was in 30-pound line," says Garcia, who earned Top Angler in 2010 and this year fished with his daughter, Kirema Garcia.

The 19-boat fleet released a total of 166 billfish or a spectacular catch rate of 8.73 fish per boat. What's more, the white marlin bite was red hot. White marlin made up 135 of releases, with 25 blue marlin and six sailfish.

For more information and full results, visit: [www.intlbillfishtournaments.com](http://www.intlbillfishtournaments.com)

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



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# TOP ACTION AT THE SAINT MARTIN BILLFISH TOURNAMENT

OYSTER BEST BOAT, SCHAEDE BEST ANGLER

BY CAROL M. BAREUTHER

PHOTOS COURTESY OF THE SAINT MARTIN SPORT FISHING ASSOCIATION



Oyster: Best Boat, Best Angler and Most Blue Marlin Releases – The winning crew with Captain Tim Roosens (second right) and Best Angler Jonathan Schaede (far right) take the stage in Marigot

The 17th St. Martin Billfish Tournament welcomed 27 teams including some of the best sports fishermen in the Caribbean. So it was a delightful surprise when relative newcomers to the sport walked away with a trio of the biggest prizes: Best Boat, Best Angler and Most Blue Marlin Releases. This was a true fish story for the anglers, captain and crew aboard the St. Maarten-based Contender 36, Oyster, who fished the June 11th-14th tournament hosted out of Marigot.

“Teamwork was the reason for our success,” says Oyster’s Captain Tim Roosens, who only started fishing three months ago even though he’s been boating since he was three. “We didn’t lose a single hooked fish and that is a sign of good team work.”

The tournament launched with a Bimini start followed by a very bumpy hour-and-a-half ride out to the famous fishing grounds of Marlin Boulevard. The Oyster team dominated right from Day 1 when Jonathan Schaede,



Living the Dream won the optional winner-takes-all Marlin Jackpot of US\$15,000

who ultimately earned Best Angler, released the first fish, a magnificent blue marlin, at 9am. Only one other boat, *Big Sailfish Too*, released a blue, so on time Oyster

and Schaede finished the day in front for both Best Boat and Best Angler.

Day 2, the rest of the fleet lit up with fish, but not Oyster, not until they changed their game plan and released a white and a blue that put them back on top in the boat and angler categories. Now at least three other boats were within striking distance of the lead: *One Shot* boated a 489lb marlin, *Big Sailfish Too* released another blue, and *Living the Dream* released a blue and white.

The third and final day saw a thrilling chase for victory.

"There were a number of boats determined to beat us. We had seven to ten boats in front of, behind of or next to us the entire day," Schaede says. "Unfortunately, the weather worsened and the full moon changed the tides, which messed up the currents and left us scrambling for good fishing grounds. We kept trolling and ended up catching seaweed in our lures."

Then, in the afternoon, *Living the Dream* hooked up a blue marlin.

"We were afraid their fish would be big and that they would boat it giving them more than the 400 points of a release," Schaede tells. "I will never forget how high Justin (Barret, who crewed as Oyster's wireman) jumped when he heard that *Living the Dream* released their marlin. Any higher and he might have landed in the water! That meant

we tied them on points, but we were pretty sure we had won because we caught our fish first. We arrived back to the docks and could feel the buzz in the air just by the way everyone looked at us. Then, the dam broke and the compliments started pouring in."

Schaede caught all of Oyster's fish to take Best Angler.

Oyster's win earned the team an invitation to the Off-shore World Championships in Costa Rica in 2015.

Although *Living the Dream* finished as Second Best Boat, she was successful on two counts.

First, explained owner David Johnson, of St. Croix, "We participated in this tournament last year and didn't release any billfish. We wanted to come back and prove to ourselves and the other boats that we can compete with the best."

Secondly, *Living the Dream* won the optional winner-takes-all Marlin Jackpot of US\$15,000.

A total of 34 billfish were caught by tournament anglers: 19 blue marlin, 14 white marlin and one sailfish.

For more information and full results, visit: [www.facebook.com/StMartinBillfishTournament](http://www.facebook.com/StMartinBillfishTournament)



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

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# A CONCH BY ANY NAME IS DISAPPEARING

STORY AND PHOTOGRAPHY BY DEVI SHARP



Bahamian men believe the 'pistol' will increase their virility



Conch use their proboscis to graze on algae

**T**he huge pile of conch shells that can be found on almost any eastern Caribbean island serve as a testimony of the importance of this large marine snail to the culture, economy and diet of the islands. Whether you call them conch (US and Bahamas), lambi (Eastern Caribbean), carrucho (Puerto Rico) or cambombia (Panama) these giant snails have been an important part of the history of the Caribbean. There are several species of conch, but the conch used for food is commonly called Queen Conch (*Strombus gigas*).

Queen conch can be found throughout the Caribbean, from Florida and the Eastern Caribbean islands into the southern Gulf of Mexico, and to the Orinoco River in Venezuela. Conch is usually found in sand, sea grass, coral rubble or algae areas and usually in depths less than 90ft.

Conchs are vegetarians and eat algae that grows on sea grass and the sea floor detritus. They use their proboscis to pick up and eat the algae. Conch move using a 'claw', a hard appendage that is also their operculum, or the cover

for their shell. Unlike most snails, the operculum does not entirely cover the entry of the shell. Conch can travel up to one kilometer in a single night, but more often they travel about a quarter of that distance and their travel rate changes with the seasons.

Queen Conchs usually mate on sandy substrate in shallow water. Females lay egg masses with about half a million

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Ocean harvest; the bottom of a diver's boat at the end of a work day



Conch shells are used in many ways as seen in this house in Portsmouth, Dominica

embryos. It takes about five days for the embryos to hatch and travel to the surface. These are called veligers and they drift in the ocean for about three weeks. When they are about the size of a grain of sand, they settle to the bottom. At this point they have developed a tiny transparent shell called protoconch with a foot and a mouth. Juvenile conchs are small versions of the adults with larger spikes on their shell; the spikes wear down as the conch matures and sand abrades the shell. They reach a shell length of close to three inches after one year and five inches after two years. Food availability influences conch morphology and growth. It takes about four years for the queen conch to reach maturity and they can live to twenty years or more.

Conchs have fed the people of the Caribbean for a very long time. They were a staple of the Amerindian diet. They are easy to dive for in the shallow water and once you get the hang of cleaning them, they can be easy to prepare and very tasty to eat and provide a high quality protein. Humans are not the only predator of conch. Spotted eagle rays, octopus and starfish are known to prey on conch. The rays use their powerful jaws to crack the conch shell. Starfish insert a leg into the conch shell. And because the operculum does not entirely close the shell, the octopus can get a leg in and invert their own stomach and digest the conch. Octopus have the eight leg and suction cup advantage and pull the conch out and eat them on the spot.

Conch shells are used for horns and many Caribbean towns use the blast of a conch trumpet to signal the arrival of fresh fish. Slaves used conch horns to communicate from hill to hill. Some cruisers use the blast of a conch shell to signal a setting sun. Conch shells are used for house and fence

building, and for jewelry. In the Bahamas men eat the 'pistol', which is the long gelatinous tube of the penis. They firmly believe this will increase their sexual powers.

Conch are a renewable resource, but the harvest must not exceed the recruitment.

Queen conch are slow growing; it takes about four years to grow an adult conch, so it is easy to strip out the adult conch population in an area. Ask any conch diver and they will tell you they have to go further and deeper to harvest queen conch. The commercial market for conch has driven the harvest rates beyond sustainable rates. The Turks and Cacos have developed a conch farm, but ultimately that is not the answer. Conch play an important role in the ecosystem and farm conch will not fill that need.

Each country has its own regulations and harvest limits of conch. There is usually a minimum shell size or a minimum thickness of lip that determines a legal take. What we can do is follow the regulations and try to purchase conch from fisherman who follow the regulations. 

---

*Devi Sharp is a retired wildlife biologist who spent many years exploring the Caribbean with her husband, Hunter on their sailboat Arctic Tern.*

*Caroline Rogers is a Marine Ecologist with the USGS Caribbean Field Station in St. John, USVI, and has been conducting research and taking photos in the Virgin Islands since 1984. Caroline has two underwater photography books available on Amazon: Coral Reef Stars and The Mysterious, Magical Mangroves of St. John, U.S. Virgin Islands.*



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# BOQUERÓN

## LAIDBACK CRUISING DESTINATION IN PUERTO RICO

STORY AND PHOTOS BY ROSIE BURR

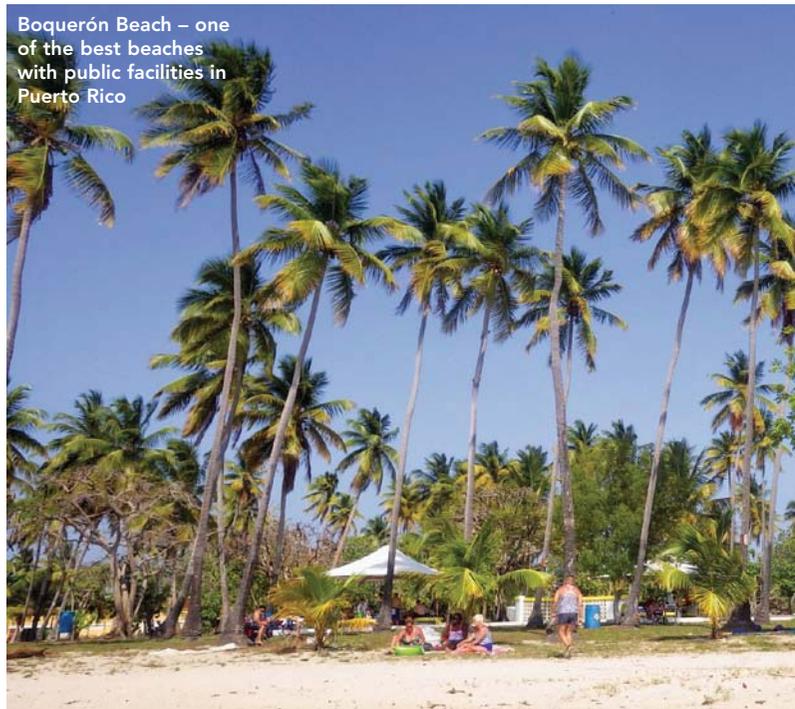


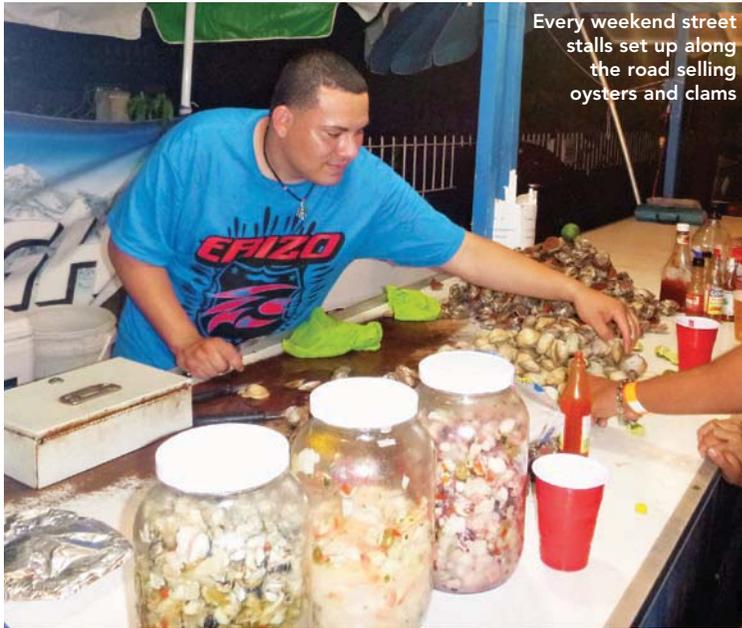
You can't beat the price!  
Cruisers enjoy Medalla beer  
at one of the local bars

**B**oquerón on Puerto Rico's west coast makes a natural stop off point for boats travelling east and west. It's the last place you leave from and could be the first place you arrive at after crossing the notorious Mona Passage. The large, wide bay, open to the west is easy to enter, being mindful of the reef in the middle as you motor or sail in. Boats can pass either side of the reef, north or south, and anchor anywhere off the small town. Holding is good in mud, though it is always advisable to let the anchor *settle* first before you dig it in. Boquerón is not a port of entry and all boats needing clearance should first head to Mayaguez. It has been known for some sailors to anchor in Boquerón and take a bus to Cabo Rojo and then another to Mayaguez to clear in but it should be noted that this is not the approved procedure and you are at the whim of the customs officials as to whether they will allow it or not.

The town itself has a colourful seaside atmosphere, small shops sell beach clothes and toys and artisans sell painted t-shirts on street corners. The ambiance is relaxed and laid-back. Brightly decorated bars sell cheap drinks. Of course,

Boquerón Beach – one of the best beaches with public facilities in Puerto Rico





Every weekend street stalls set up along the road selling oysters and clams



West Indian Manatees swimming in the bay



El Sharmar bar by the dinghy dock

this wouldn't be Puerto Rico if you couldn't find Puerto Rican soul food like alcapurrias or empanadillas sold from kiosks and counters up and down the two-street town. Every weekend the streets come alive as small seafood stalls sets up under colorful parasols selling *pinchos* (small snacks), like fresh oysters and clams (10 for \$5), shark skewers or, for those more partial to meat, pork or chicken skewers barbequed over a hot grill. There are plenty of bars and restaurants to choose from – some offering \$1.25 Medalla.

There are lots of cruiser-friendly places to visit and these include Galloways, which offers a congenial atmosphere, decent free wifi and a good book swap to patrons. Club Nautico has a bar and a restaurant that opens after 4pm and also offers excellent internet. You can fill up your jugs with water from their dock and if you need any information, they are very helpful. Across the street is a fuel station where you can fill your jerry cans with gas and diesel. Although not particularly great, there are a couple of stores that sell a variety of items that will cover most of your basic needs, including some fresh fruit and vegetables and frozen meats. There is a pharmacy, small medical centre and basic marine store within walking distance of the town.

Boquerón's main attraction is its beach, arguably one of the best and finest sheltered *balneario* (public beach facilities) on the island with showers and toilets, changing rooms and picnic tables. Puerto Ricans travel from afar to visit this popular 'playa'. At the weekend the palm tree shaded beach is packed with locals, blasting Latino music and setting up grills with huge homemade spreads laid out on tables and blankets. Keep an eye open for the ice cream man walking the beach selling his locally made goods to cool you down. The beach is over a mile long and starts just south of the bridge to the private lagoon and small marina. At the other end, the beach tapers off into a mangrove area known as Refugio de Boquerón – a 400 acre patch of protected mangrove – a great place for bird watching with over 60 species like ospreys or mangrove canaries. You can swim, snorkel, kayak or paddleboard through the mangrove channels. The bay is also home to the slow and gentle-natured manatee. Early in the morning you might be lucky enough to watch these genial creatures as they swim around your boat.

Whether it's your first port of call or last after the Mona Passage, or you are simply exploring Puerto Rico's fine cruising grounds, make sure you leave enough time to enjoy what this small hippie seaside town has to offer. 🌐

---

*Rosie and her husband Sim Hoggarth on yacht Wandering Star have cruised the Caribbean and North America fulltime for nine years. Visit their blog: [www.yachtwanderingstar.com](http://www.yachtwanderingstar.com)*

# WHAT IS THAT?

## EIGHT FAVOURITE TROPICAL FRUITS

STORY BY CAROL M. BAREUTHER  
PHOTOGRAPHY BY DEAN BARNES



Lukata Samuel of St. Thomas holds a soursop.  
Other fruits include pineapple, mangoes, guavas,  
limes and West Indian cherries

**H**ike the Caribbean islands' lush hillsides or wander around an open-air market on a Saturday and you'll discover luscious fruits. However, tropical fruits in these settings don't come identified by name or with instructions. To solve that problem, here is the scoop on eight favorites.

### Mangoes

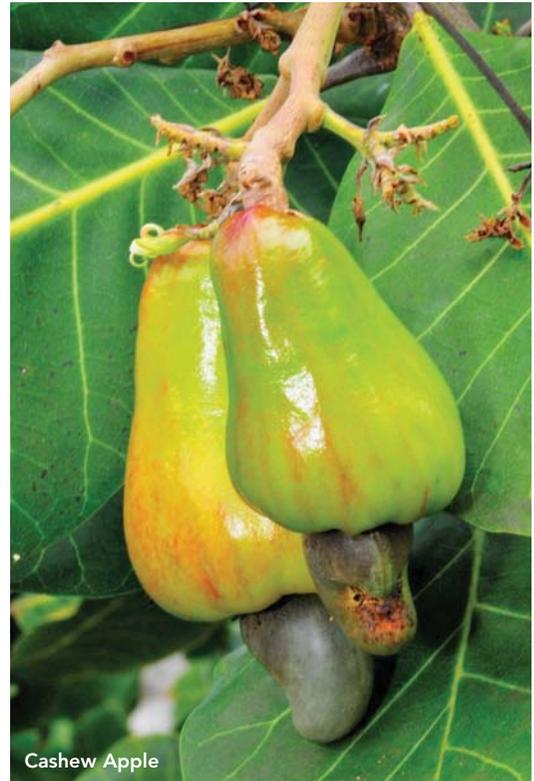
Kidney-shaped with orange flesh and varying shades of green, yellow, pink or red skin depending on variety, the mango is the most widely consumed fruit in the world. Green unripe mangoes are used to make chutney. Ripe fruit are best enjoyed out of hand or in a smoothie, tart or fruit salad. Squeeze a mango gently. If it gives to slight pressure, it's ripe. Don't judge ripeness by color alone. A

1-cup serving provides 100 calories. Mangoes are rich in vitamins A, C and dietary fiber.

### Papayas

Melon-like in taste, papaya neon orange flesh is dotted by a central cavity of black seeds. The seeds are edible. Some use their peppery flavor to enliven the taste of homemade salad dressing. Use thin cut slices of green unripe papaya in savory salads. Ripe papaya is predominantly yellow and has a slightly sweet smell. Use ripe fruit in smoothies, salads, salsas or sprinkle with lime and eat the flesh with a spoon. Papaya contains the natural enzyme papain, which can be used as a meat tenderizer. One-cup of cubed ripe papaya provides 55 calories, plus vitamins A and C, dietary fiber, and minerals like potassium, magnesium and vitamin K.

Mangoes



Cashew Apple



Papaya



Sugar Apple

### Star Fruit

Cut this yellow fruit across its center and you'll see where it gets its name: slices are shaped like a five-pointed star. Star fruit, also called carambola, doesn't ripen much after it's picked so look for those that are mostly yellow with only a tinge of green at the tips. Slice over fruit salads or use as a garnish for meat, poultry and fish entrees. The taste is sweet and texture crunchy like celery. One 3½ to 4-inch long star fruit contains 28 calories and half of an adult's daily requirement for Vitamin C.

### Cashew

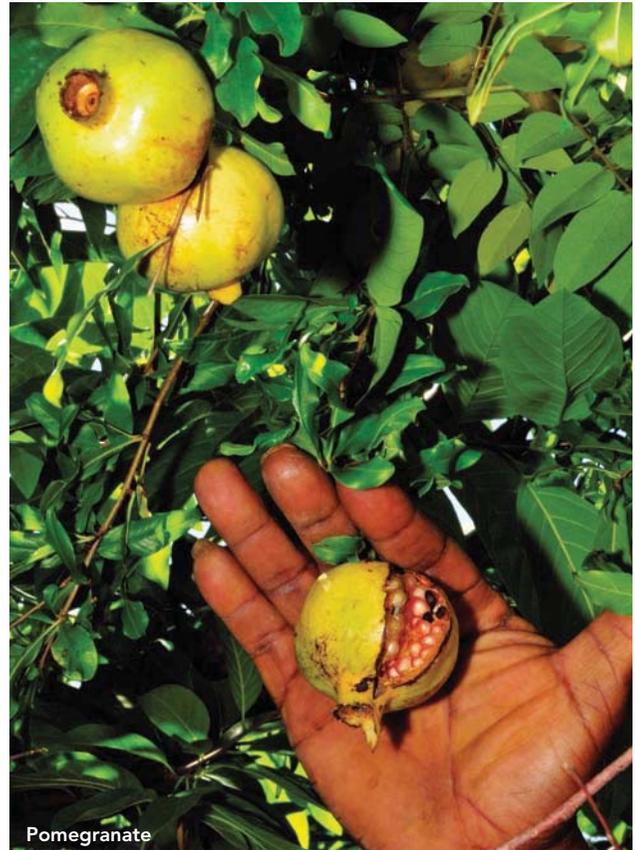
No, not the nut, the fruit. Also called cashew apple, this is the yellow or reddish-orange part that grows above the nut and is attached to the stem. It somewhat resembles a bell

pepper. Some peel and eat it fresh. Taste can range from tangy sweet to bitter. Others boil it in a sugar syrup (make by combining one part sugar to one part water and bring to a boil), pickle it or use in curries and chutneys. Wear kitchen gloves or use a towel to protect hands when separating the nut from the fruit. Raw cashew nuts contain a natural resin called urushiol that can cause a skin rash. Cashew apples contain 39 calories each, twice an adult's requirement for Vitamin C and minerals such as calcium, phosphorus and iron.

### Soursop

Folks in Spanish-speaking islands call this guanabana. The fruit is oblong or slightly heart-shaped, its green skin is covered with spines and the white flesh inside is full of seeds. The best way to enjoy soursop is to first press the

# What Is That?



flesh through a sieve or through cheesecloth to extract the juice from the seeded pulp. Then mix with evaporated milk, water and sugar until the desired consistency and sweetness. Add a splash of rum, if desired. You can also use the soursop juice to make custard. One average soursop that measures seven to eight inches long and five to six inches in diameter contains between 400 and 450 calories. It's rich in vitamin C and contains a fair amount of potassium, iron, magnesium and dietary fiber.

## **Sugar Apple**

It may resemble a foreign-looking green pinecone before it's fully opened. However, the taste of the soft white flesh inside is a familiar combination of pineapple-strawberry with the creaminess of a banana. The fruit, sometimes called sweetsop, is ripe when the outer segments start to separate. Enjoy fresh, but remove the many black seeds first because they can be toxic. A 3½oz serving provides 95 calories, an excellent source of vitamin C, and good source of the B-vitamins thiamine and B6, and fair quantities of other B-vitamins, iron and potassium.

## **West Indian Cherry**

Sourball sized and bright red, this fruit resembles its namesake grown in cold weather climates. Where it differs is that the

West Indian Cherry, or Barbados Cherry, or Acerola Cherry (same fruit; different names) contains one of the largest doses of natural vitamin C of any fruit studied. Four of these gems provide a day's worth of this cold-fighting nutrient, plus a moderate amount of iron and potassium. One cup serves up only 31 calories. Juice the cherries, dilute with water and add sugar. Or, put the cherry juice in a blender with sugar and several handfuls of crushed ice and blend until smooth. You can also make the juice into a sorbet.

## **Pomegranate**

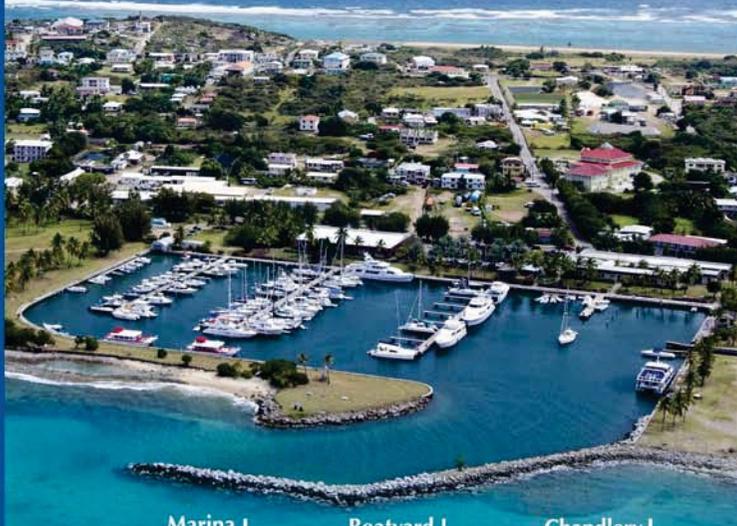
Yellow or red in color, this sweet-sour fruit is filled with many seeds each surrounded by what looks like fleshy droplets of juice. To use, score the outside of the fruit, break apart by sections and hold the fruit under running water with a bowl to catch the seeds as they run off. The seeds will sink while the fruit's rind, membrane and other debris will float to the top where they can be easily discarded. Seeds can be eaten with a spoon or made into juice or jelly. One-half cup of pomegranate seeds has 72 calories, plus they're a good source of vitamin C and dietary fiber. 

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



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# BRITISH VIRGIN ISLANDS' DUFF WINS INTERNATIONAL OPTIMIST REGATTA



PHOTO: DEAN BARNES

Rayne Duff, winner of the 22nd International Optimist Regatta

Shifting strategies to match wind speed and direction, staying out in front of the fleet and remaining calm provided successful strategies for 11-year-old Rayne Duff. Duff won the 22nd International Optimist Regatta (IOR) hosted out of the St. Thomas Yacht Club, USVI, sailed June 20 – 22. At the conclusion of the final two races, the Tortola-based sailor continued to lengthen his lead and comfortably finished with 33 points separating him from his closest competition.

“I still need to work on my starts,” said Duff, who along with his other team members will represent the BVI in the Optimist North American Championships, in Riviera Nayarit, Mexico in July. “But being consistent, in the top three in every race, is really what helped.”

Duff not only won the overall championship, but also the 11 and 12-year-old Blue Fleet.



Teddy Nicolosi (left) finished second overall behind Rayne Duff (right)

PHOTO: DEAN BARNES

In the 13 to 15-year-old Red Fleet, 13-year-old Teddy Nicolosi, from St. Thomas, finished first in spite of poor scores at the beginning of the regatta.

“The first day I was too nervous, I couldn’t think straight,” says Nicolosi, a member of the USVI National Team that will

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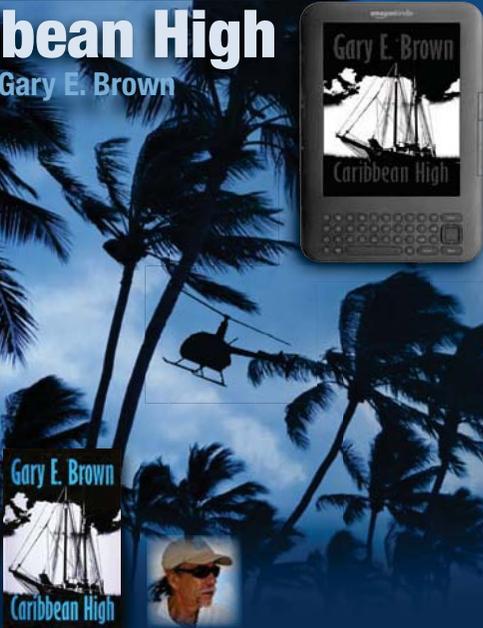
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also compete in the Optimist North Americans in Mexico. "The second day I relaxed and told myself I didn't care about the results, that it was just practice. Then I started sailing better."

The USA's Stephan Baker won the age ten and under White Fleet.

"I played the left side of the course. That's what my coach recommended and he has a lot of experience here. It really paid off," says Baker. Baker is coached in Miami, Florida by Antigua native and former BVI coach Omari Scott.

The trophy for Top Girl went to 11-year-old Isabella Casaretto from the USA. Casaretto also finished an impressive 7th overall.

"I sailed here last year and didn't do well," says Casaretto. "This year, I got clean starts, clear air and kept up with the top of the fleet. I like it that there's a lot of wind here."

Twenty-two junior sailors competed in the Green or Beginner Fleet, which bodes well for the future of the sport. In the end, it was nine-year-old Caroline Sibilly from St. Thomas who emerged victorious.

"My strategy was to get away from the others and into clear air so I could go fast," says Sibilly.

Spain's Elisenda Rahola Codina won the Pete Ives Award, given for a combination of sailing prowess, sportsmanship, determination and good attitude both on and off the water.

Meanwhile, it was the USA's Brooke Shachoy who earned the Chuck Fuller Sportsmanship Award.

"I was very impressed with the level of skill here especially in the top sailors," said David Campbell James of Southampton, UK, who served as the IOR's Principal Race Officer.

A total of 81 sailors competed in the Advanced Red, Blue and White Fleets and beginner Green Fleet. The Advanced Fleets completed ten races and the Green Fleet a total of 18 races over the three days of competition. Sailors hailed from ten nations – Antigua, Argentina, the BVI, Cayman Islands, Germany, Puerto Rico, Spain, the Netherlands, U.S.A, and all three USVI.

The IOR is organized under authority of the Virgin Islands Sailing Association and it is a Caribbean Sailing Association-sanctioned event.

The week started off with the Sea Star Clinic, run by local coaches and coaches from OptiSailors.com, and included the one-day Sea Star Team Race. The team race was won by STYC 1, made up of Teddy Nicolosi, Christopher Sharpless, Mateo DiBlasi and Robert Hunter.

Major IOR sponsors include the USVI Department of Tourism, Sea Star Lines and Seven Seas Water. For full results, visit [www.regattanetwork.com](http://www.regattanetwork.com) or [www.styc.net](http://www.styc.net)

Report by Carol M. Bareuther



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# JUNIOR SAILOR PROFILES:

## BROTHER & SISTER TEDDY AND MIA NICOLOSI

BY CAROL M. BAREUTHER



Teddy Nicolosi in action

Sailing is a sport in which brothers and sisters can compete side-by-side. That's pretty awesome, especially if your pre-teen and newly-teen siblings have both worked hard to gain a coveted spot on a national team, and travel together to race around the globe. This describes St. Thomas' Teddy and Mia Nicolosi. The two are already making waves in the Optimist dinghy through a unique spirit of competition and cooperation they share with each other as well as with their U.S. Virgin Islands' teammates.

The two kids and older sister Graceann didn't know how to sail when they moved to the territory with their parents Dan and Ann in 2008. "The kids did the summer sailing camp at the St. Thomas Yacht Club," tells Ann Nicolosi. "We thought it would be a good way for them to meet some children. Little did we know it would be start of something even better."

Teddy and Mia's first event was STYCs Columbus Day Regatta in 2011. Teddy was tapped to join a private coaching program after this. Today, both kids train five days a week (three days after school plus weekends) with STYC Head

Coach, Agustin 'Argy' Resano and the rest of the USVI National Team from September to June. Since starting racing, Teddy has achieved top ten percent fleet finishes in several regattas such as the Optimist New England's, Midwinters and the Orange Bowl Regatta. This year, Mia has finished first in the White Fleet (age 10 and under) in both Midwinters and Orange Bowl. Both Teddy and Mia were among team members placing third in team racing at the 2014 South American Championships held in Punta del Este, Uruguay, in April. In July the two travelled to the Optimist North American Championships in Nayarit, Mexico.

"What I like about sailing is that there are so many challenges when you're trying to reach a certain level. It keeps me interested," explains 13-year-old Teddy. "Plus, I use all the knowledge gained from all the different places we've sailed and all the different conditions to keep focused."

It's the competition that 11-year-old Mia enjoys. "After all the practice, racing lets you know where you are, how you've improved and how your skills compare to others, especially when you're sailing in big fleets," she says.

The opportunity to travel to regattas has enabled the sib-



lings to form friendships with other sailors all over the world as well as to learn from their travels. For example, Mia tells of one of her favorite experiences in Uruguay when some sea lions stretched out lazily nearby and watched the kids rig their boats and how others laid on the boat ramp while the fleet launched. This isn't something you see in the Caribbean!

The brother and sister connection provides an added dimension to the kids sailing.

"We fight sometimes out on the water, but that's a normal part of competition," says Mia. "The good part is that he tells me stuff and it helps. It's good to have someone there."

Teddy agrees, "I can get more aggressive with her when I'm telling her things because she's my sister and she knows I'm trying to help her."

In the future, both Teddy and Mia plan to continue competitively sailing through high school, college and possibly beyond.

What is their advice to kids, siblings or not, who would like to follow in their footsteps?

"Sailing is a sport that's natural to do here in the Virgin Islands, plus it can take you around the world more easily than other sports," Teddy says.

"Don't give up if you're not too good at first," Mia recommends. "It's all about trying as hard as you can and having fun."

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



Mia Nicolosi racing an Optimist dinghy

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# POKER RUN ATTRACTS MORE THAN 200 BOATS

## MECHANICAL FAILURE CAUSES INJURIES

PHOTOS AND STORY BY TODD VANSICKLE



Horsepower and white water ...

**H**undreds of boats zipped out of North Sound to start the 13th annual Leverick Bay Poker Run on May 25.

The event attracted more than 200 boats from around the region and almost as many hands of poker were played, which helped raise \$13,000 for charity.

"We broke the record once again," co-organizer Javier López Matos of JL Marketing said.

The top four winning hands were all full houses, with Alcindor Baa, of Tortola, taking first place and \$8,000 with his aces and kings.

Organizer and Leverick Bay Resort General Manager Nick Willis was surprised that all the winners had full houses.

"We made sure to check it," Willis said.

At the start of the poker run, trails of white-water wake wrapped around Sir Richard Branson's Mosquito Island like a necktie as half of the fleet went east and the other half headed west through the cut between Virgin Gorda and Mosquito Island.

However, their final destination would be the same: right back at the start at Leverick Bay Resort and Marina.

In between the start and finish, there were four stops



Poker run participants head to the second stop

where the participants collected a card in hopes of creating the best poker hand.

The first stop, Harbour View Marina, on Tortola was new to the poker run. During the past couple of years the first stop has been at Scrub Island Resort and Marina. However, this year the facility played host to the inaugural Exquisite Boat Show on the day before.

The new stop gave boaters a longer run before receiving their first card.

Ramon Martinez aboard his boat *Predator* — a 50ft Nor-Tech — was the pace boat for the start. Martinez tries to come to the poker run every year.

"We love the BVI," said Martinez, who is from Puerto Rico. "It has beautiful beaches and people."

The second stop was at Fish 'n' Lime in West End on Tortola. Again, this was a long run down the Sir Francis Drake Channel.

The third stop was Pirates at Norman Island. Most boaters tied up and had lunch there, while others retrieved their card quickly and headed to the next stop at Virgin Gorda Yacht Harbour.

Garfield Faulkner, of Anegada, aboard *Ruff Ryder* has enjoyed stopping at Pirates during the past ten years, but said it was a "little crowded" this year, so he left early and had lunch at the next stop.

"There were a lot of boats and it felt like we were babysitting the boat so it didn't get scratched," Faulkner said.

Before the award ceremony, which was held on a wooden platform and catwalk above Leverick Bay Resort's swimming pool, a fashion show was hosted by Mr Nice Guy department store on Virgin Gorda.

Several high-profile participants took part in the poker run, including CBS Caribbean weatherman Joey Stevens and Bob the Parrot.

It was Stevens' first time competing, but his third time visiting the territory.

"It is going really fast," Stevens said. "I am really having a lot fun. I didn't know what to expect. I am familiar with

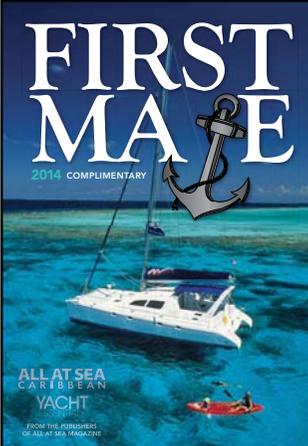
## RESULTS

**FIRST PLACE:** Alcindor Baa, full house with aces and kings, \$8,000

**SECOND PLACE:** Heather Holland, full house queens and sixes, \$5,000

**THIRD PLACE:** Orlando Campoamor, full house with jacks and twos, \$3,000

**FOURTH PLACE:** Sherman Smith, full house with tens and kings, \$1,000



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Boats cut between Virgin Gorda (left) and Mosquito Island for the start of the Leverick Bay Poker Run

poker runs on motorcycles and stuff, but never on boats.”

He added that he enjoyed seeing all the high-performance boats.

“They are really phenomenal,” Stevens said.

The weatherman’s sidekick Bob the Parrot, a macaw puppet, was the event’s ambassador and helped promote the poker run.

“Bob was actually driving the boat for a while,” Stevens joked. “That is why it took us so long to get here.”

Another notable participant was Sir Richard Branson, of Necker Island, who has competed in the poker run in the past. This year he showed up at registration dressed as a lemur.

Chris Curreri, of St. Thomas, who normally races aboard IC24s, was on a custom 24ft powerboat he helped build called *Procrastination*, with his wife Jillian and friends.

“We started building the boat in 1995 and didn’t finish it until 2005,” he said. “It is appropriately named.”

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Virgin Gorda Diabetes Association, **\$10,000**

Animal Rescue Control, **\$1,000**

BVI Cancer Society Virgin Gorda Branch, **\$1,000**

Raw Skillz track team, **\$1,000**

Curreri said he has never missed a Leverick Bay Poker Run and has never won it, either.

“We have couple of good cards and we have couple of bad cards, which doesn’t amount to much,” Curreri said at the fourth stop. “But we are having a great time. It is a good trip over here.”

After the award ceremony, he would head back to St. Thomas but would make a stop at the *Willy T* floating bar and restaurant first.

“It’s a long day, but it is worth it,” Curreri said. “Only the strong survive.”

Unfortunately, not everything went as smooth as organizers would have liked.

At the beginning of the poker run seven people were injured when a ‘mechanical malfunction’ involving the steering of 38 *Top Gun* caused the boat to careen into *Red Zone* of St. Martin, said the organizers.

The injured boaters were taken to Nurse Iris O’Neal Clinic on Virgin Gorda, while the more seriously injured were transported to Peebles Hospital on Tortola. Three days later, some were airlifted to either Puerto Rico or Guadeloupe for further medical treatment.

“Aside from the accident, the event was a success,” López said. 

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



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# SWIM THE SOUND

## VISAR EVENT RAISES MORE THAN \$20,000

PHOTOS AND STORY BY TODD VANSICKLE



Barbara Crowder swims to victory in the three-mile race

**E**ach year Virgin Islands Search and Rescue hosts Swim the Sound, a fund-raising event on Virgin Gorda, which takes place in North Sound.

The event, held on June 1st, set a record for participation with 134 people.

Ninety-seven competed in either the two or three-mile swim from Saba Rock to Leverick Bay Resort and Marina, while 37 took part in the stand-up paddleboard race on the same course.

In a category of his own, Biltong was the first dog to complete the two-mile swim.

"He was our first ever dog," said VISAR Operations Manager Katie Claxton.

Like everyone else, Biltong had to sign a waiver with his paw print before competing. He wore a doggy-sized lifejacket and was kept on track by his owner Gilbo Simpson, who threw a tennis ball about 20ft ahead of him throughout the race. Biltong was also



Close to 100 swimmers took part in the Swim the Sound, which featured a two or three-mile race from Saba Rock to Leverick Bay Resort and Marina



tied to his owner with a piece of rope about six feet long to prevent him from jumping on other swimmers.

"I don't think we would have made it without the motivation of the ball," Simpson said. "He got to the first mark quite happily, but then he got bored and we had to play fetch the rest of the way. But we made it."

Simpson said Biltong raised more money through sponsorship than both him and his fiancée, who also competed in the event. The couple live and work on a charter boat with their dog.

"He [Biltong] loves the water," Simpson said. He added that the dog has had the lifejacket for ages and wore it in rough weather so that if he fell of the yacht, they could see him.

Mostly residents of the British Virgin Islands support the event. However, several participants hail from the United States Virgin Islands and places as far as Australia, the US and England.

Cassandra Contreras, of St. John, was competing in the event for the first time.

"I love open water swims," Contreras said, who did the Beach to Beach Swim on St. John the weekend before. "I wanted to do another swim."

She finished the two-mile swim in 1h 35m 54s. Contreras works on a day charter boat in the USVI, which comes to the BVI on a regular basis, but it was her first time in Virgin Gorda's North Sound.

"I enjoyed it," Contreras said. "It was a nice swim, pretty straight forward."



Gilbo Simpson and his dog Biltong compete in the two-mile assisted race. Biltong was the first dog to compete in the swim

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Thirty-seven stand-up paddleboarders start the race from Saba Rock to Leverick Bay

For the second consecutive year, the event hosted a stand-up paddleboard race from Saba Rock to Leverick Bay.

"I was surprised with the numbers," Mark Cochran said. "It was nice to see that many people on a variety of boards."

## RESULTS

### SUP

**Male:** Rodrigo Dos Santos 37m 10s

**Female:** Kim Takeuchi 43m 52s

**Under-18:** John Pettigrew 1h 02m 19s

### 2-MILE ASSISTED

**Female:** Adele Smith 54m 52s

**Male:** Dave Pettigrew 1h 01m 37s

### 2-MILE

**Female:** Amanda Grant 57m 59s

**Male:** Mark Doig 55m 19s

**Under-18:** Natalie Fay 1h 27m 54s

### 3-MILE ASSISTED

**Female:** Kay Reddy 2h 2m 48s

**Male:** Jason Kuczek 1h 21m 59s

### 3-MILE

**Female:** Barbara Crowder 1h 11m 25s

**Male:** Bob Crowder 1h 14m 52s

**Dog:** Biltong 1h 34m 33s

It was Mr. Cochran's first time competing in the SUP event. He finished in fifth place.

Earlier this year, he participated in the Painkiller Cup — a team event that starts at Trellis Bay and finishes at the Soggy Dollar Bar on Jost Van Dyke.

After the race, he was talking with his former teammates — Kim Takeuchi and Mike Hirst. All three agreed that the VISAR race was very challenging.

"It is short enough that it is still a sprint, but long enough to make it tiring," Hirst said.

The event is one of VISAR's largest fundraisers. Each year, the organization needs to raise \$250,000 to meet its annual operational costs. VISAR has two bases — Tortola and Virgin Gorda — with about 45 volunteers.

This year's Swim the Sound netted \$21,000.

Several weeks before the event, VISAR had made two critical rescues, which included an unconscious diver who needed CPR. And, in a separate incident, seven people were rescued by VISAR after a boat accident during the Leverick Bay Poker Run, according to the operations manager.

"That is why it is so important to keep us going and to support VISAR," she said. "Because when you are in need on the water, we are the people you are going to call." 

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

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# HEINEKEN LIGHT CARIBBEAN OPEN LASER CHAMPIONSHIPS

MEESMAECKER LASER CHAMPION FOR SECOND TIME IN ST. MARTIN

STORY AND PHOTOS BY ROBERT LUCKOCK



Start line action viewed from the committee boat. The Heineken Light Caribbean Open Laser Championships attracted a 24-boat fleet of seasoned sailors and emerging youth talent from the region

**A**n utterly dominating performance by St. Barths' Benoit Meesmaecker at the 25th Heineken Light Caribbean Open Laser Championships in St. Martin on June 14-15 handed the French sailor his second Laser Champion title here since 2012.

Benoit won the six-boat Standard Class, snatching the bullet in all eight races after a discarded OCS in race one blotted an otherwise perfect result. The Class was deprived this year of Antigua's Karl James and last year's champion Ari Barshi of the Dominican Republic, but Benoit was pushed hard by veteran stalwarts Frits Bus, Olivier Bernaz, and the Dominican Republic's Jorge Abreu, incidentally making his 21st appearance at the championships.

The 24-boat fleet had its work cut out for it on



St. Maarten's Rhône Findlay (centre) won Radial Class with Antigua's Lewis Fitzgerald and Jules Mitchell in second and third respectively

Saturday on the windward leeward course in Orient Bay as winds gusted to 20-22 knots over steep swells. Conditions calmed down on Sunday with little alteration to the course needed.

"It's always challenging racing here and surfing down the swells; I love this event and it's very well organised," remarked Benoit before heading off to the European Masters Championship in Belgium, and thereon to the Laser World Masters in France in October.

Island Water World's Frits Bus, who placed third in class and second overall, was trounced by a resurgent Olivier Bernaz who fought his way into second place and third overall with a string of second place finishes.

Jorge Abreu won the Masters Category and took fourth overall. Second in this class went to Francois de Corlieu from St. Barths and third Ian Mahon from Trinidad.

Up and coming sailing talent Rhône Findlay's blossoming career remains on track with another entry to add to his résumé. He won the 12-boat Radial Class for the second year running and placed fifth in fleet.

The self assured 18-year-old won all eight races, discarding one over early. Much of the time he was racing up at the head of the fleet.

It probably wasn't as easy as it looked on paper and Findlay agreed. "It was challenging and I had a lot of

people pushing me from behind. I wasn't always in front," he said.

Five-time Open Laser champion Karl James was nursing an injured knee and instead brought with him four young protégés, Lewis Fitzgerald, Jules Mitchell, Rhone Kirby and Vincent Anfi who all raced in the Radial Class.

"It's painful to watch, not being out there," rued James from the committee boat before jumping into a dinghy to coach his young hopefuls in between races. "This is Lewis's first international regatta and the others have done a few small ones. But this one is a real test for all of them."

Fitzgerald finished second in Radials behind Findlay and sixth overall, and Mitchell was third in class.

There were two prizes for the ladies in the Radial Class. Trinidad's Kelly Ann Arrindell finished fourth overall in the class. The second prize went to Johanna Looser, 20th overall. Both girls sailed all nine races in difficult conditions.

The regatta was organised by the St. Maarten Yacht Club and sponsored by Heineken Light, Island Water World, Sunsail, and Club Orient.

*Robert Luckcock is a British journalist and freelance writer residing in St. Maarten.*

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# KIDZ AT SEA

BY THE EDITOR



Brian Deher, president of the St. Maarten Marine Trades Association (far right) and Garth Steyn (second right) look on as youngsters from Kidz At Sea cut the ribbon at the opening of their new clubhouse

It's not often that young people give us something to cheer about. You've heard it all before, kids today show no respect, they want instant gratification and they had better get it. Often, we, the older generation, give up on them and then do nothing but moan about it. In St. Maarten, a group of far-sighted adults within the marine industry didn't quit and their dedication to the young people of the island has produced remarkable results. It also got me an invitation to attend the opening of the brand new Kidz At Sea clubhouse.

The marine industry in St. Maarten offers every kind of service needed by yachts of all sizes. Traditionally, that industry is owned, managed and run by ex-pats. Thanks to schemes like 'Kidz At Sea' and the 'Build Your Future' program, that is about to change.

Run and supported by marine professionals, the aim of Kidz At Sea is to get local school children interested in waterborne activities in the hopes it will lead them to a career in the marine industry. The industry's commitment is un-



Some of the boats built in local schools as part of the Build Your Future program

questionable as can be seen by the Sint Maarten Shipyard's decision to make available a valuable area of hard-standing to accommodate the new clubhouse and their donation of construction materials.

Addressing the guests at the opening of the clubhouse, Jeff Boyd, managing director at the St. Maarten Shipyard, said the



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only way the industry will survive is if we get our local kids involved in it. "This is the only sustainable way for us to keep this industry going, to maintain our position as the yachting capital of the Caribbean. We are ready to hand over the torch."

Asked about the decision to put aside commercial space on which to build a clubhouse, Boyd said it was an investment for the future.

Garth Steyn is the owner of the St. Maarten Sailing School and the driving force behind Kidz At Sea, and the Build Your Future program that took boatbuilding into the schools. Steyn was also instrumental in training crews of youngsters and entering them in local sailing events including the St. Maarten Heineken Regatta. The youngsters' participation in regattas set the local sailing establishment reeling when they began winning races. Steyn sees the need for local youngsters to become involved in the industry, but he hasn't lost sight of the fun-factor.

"It's been a lot of hard work but it's all worthwhile," Steyn said. Referring to the new clubhouse, he said this is somewhere for the kids to meet up and go sailing, and that's the most fun part.

Some of the youngsters involved in the boatbuilding and regattas were given the honor of cutting the ribbon, declaring the new clubhouse open. Some of the boats they built were also on display.

Steyn said the whole initiative of the program (boat building) was to try and get the students involved in the marine industry and that could be anything from scuba diving, charter crew, ferry captains, marina management, retail, etc. "If we can get, say, ten out of this group employed in the marine industry, that's what we want."

He added that the scheme had been a real eye-opener for the kids who realize not only can they work in the industry; they can make money and have fun at the same time.

Speaking at the ribbon-cutting ceremony Brian Deher, Director of Marina Operations and Planning for IGY St. Maarten and president of the St. Maarten Marine Trades Association, thanked everyone involved and praised the schools that had welcomed the whole initiative and then followed through on it. After praising the teachers and staff, he had a special word for Garth Steyn. "There was a lot of supporting characters through all this but really, Garth; it was his dream from the beginning and his initiative," he said.

For more information about the Kidz At Sea Foundation, and the Build Your Future program, visit: [www.kidz-atsea.com](http://www.kidz-atsea.com)

Gary E. Brown is the Editorial Director of All At Sea and the author of the thriller/sailing adventure Caribbean High. For more information, visit: [garyebrown.net](http://garyebrown.net)

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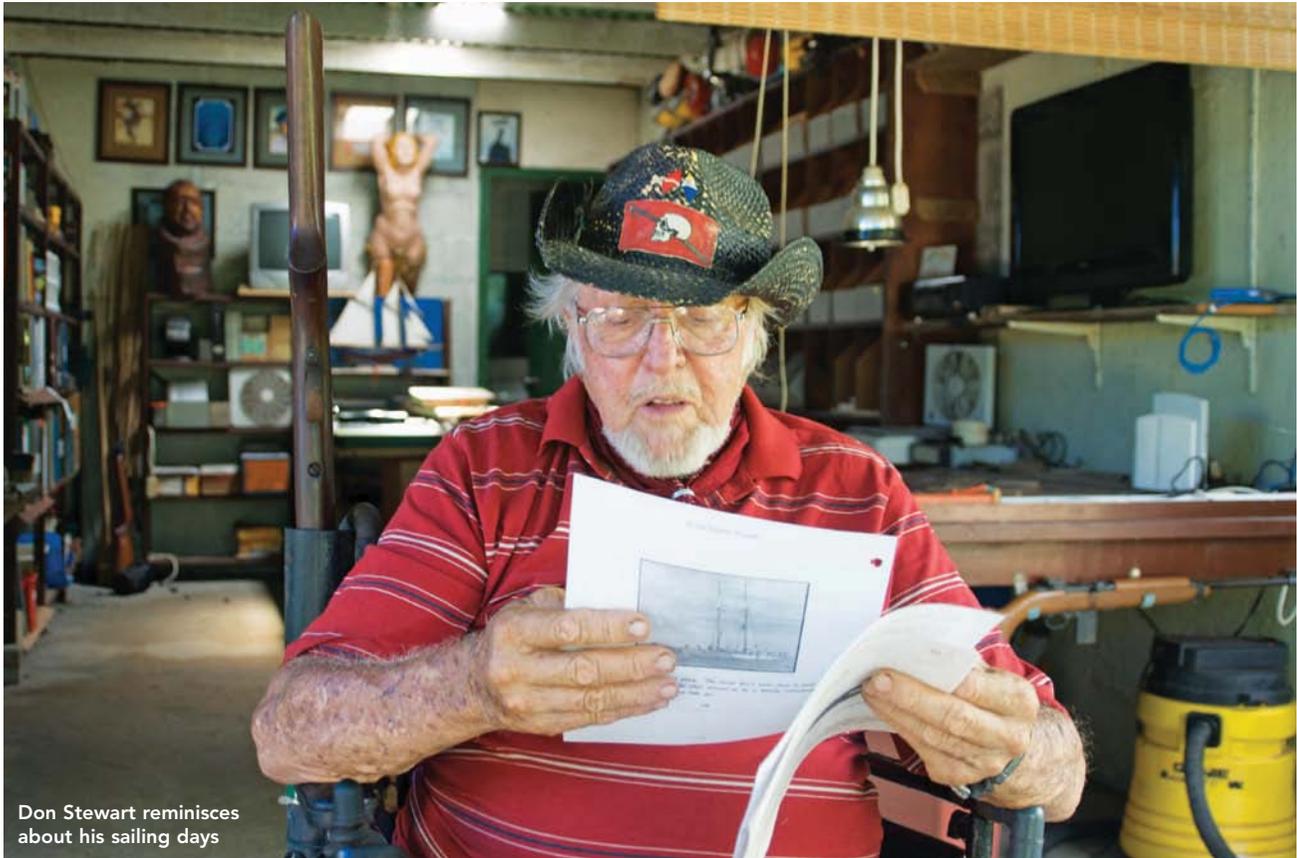
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# THE END OF AN ERA

## EIGHT BELLS FOR CAPTAIN DON

STORY AND PHOTOGRAPHY BY PATRICK HOLIAN



Don Stewart reminisces about his sailing days

**W**hen I first met Don Stewart he was 86-years-old and wheelchair-bound. But my idea of a typical octogenarian soon vanished. Stewart's wheelchair was armed with a .22 caliber rifle. He sat there with a smile on his face while massaging the thigh above his peg leg. "After my amputation, I had my leg buried in the local cemetery," barked Don. "I'll never leave this island. I already have one foot in the grave!"

The island Stewart referred to is Bonaire, which had but 4,000 souls when the captain first arrived in 1962 with 63 cents in his pocket. Once anchored, the island's lieutenant governor made a visit aboard Stewart's 70ft, two-mast schooner, *Valerie Queen*. "Produce and you can stay. If you are a bum, you're out."

Stewart became a dive guru, a daring entrepreneur, and a staunch environmentalist. He was instrumental in starting the Bonaire National Marine Park, the first of its kind in the Caribbean. He pioneered scuba diving on the island bringing



The Valerie Queen

international recognition to Bonaire with its gin-clear waters and world-class reefs. In later years, he established a native plant business with hopes of spreading local flora throughout the island. But in essence, Stewart was always a sailor at heart.

A couple of years before arriving in Bonaire, he found himself in Hollywood, California, restless and in his mid-thirties. Fresh out of the US Navy, Don tried to break into the movie business and submitted a script to a studio boss. It was an adventure story that involved a large sailing ship. Ever the optimist, Stewart thought it best to buy a boat so that when the movie went into production; his vessel would be used in the filming.

"I bought the boat to do a movie. I had never been on a sailboat in my life. I searched the entire west coast from Washington to Mexico. There were some beauties, but most were too expensive. I needed something big—70, 80, 100 feet long—for the film. Then one day in San Diego I found a boat in a back bay mud flat leaning over at low tide."

That was *Al Rene*, a gaff-rigged, wooden schooner built in 1912. The mainsail alone carried a thousand square feet of canvas. Reportedly newspaper mogul William Randolph Hearst was a previous owner. "I bought her for \$7000 from an old Norwegian. Handed him the cash in a paper bag." Stewart renamed the boat *Valerie Queen* after his Welsh girlfriend whom he married in 1955. "Me and another fella with no sailing experience somehow got the boat back to LA. I remember looking down the deck from behind the wheel. It looked like the length of a football field!"

Don was in need of help. He offered a group of local Sea Scouts a chance to sail his boat on weekends. In exchange, he would peek over their shoulders, watching their every move. Sailing school had begun. Don also chartered *Valerie Queen* to a women's sailing team on vacation from Germany. "They sailed the boat. I picked up details on how they tied knots, everything. It was an educational trip for me."

About this time the studio boss delivered the bad news. The company was not interested in making Stewart's movie, but the man offered some life-changing advice, "It's a good story. You should go live the script".

Stuck with an enormous schooner, Don began to contemplate his future. During this period he operated dive charters to Catalina Island, 22 miles out in the Pacific Ocean from Los Angeles. "The Coast Guard was chasing my ass all the time. I had no license. I had no insurance. I had nothing but a big boat."

He escaped to San Francisco Bay for a few months and then decided to point *Valerie Queen* south on Saint Patrick's Day 1960 and began a sailing adventure of a lifetime. It was time to 'live the script'. The voyage took him and his ever-changing crew along the Mexican coast where Don had several dangerous encounters with Baja desperados. He eventually reached

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A mural of Don Stewart in downtown Kralendijk



Captain Don's logo

the Panama Canal and headed to the Caribbean with the vague goal of sailing to Antigua. These were the days without GPS, cell phones or reliable satellite weather information, conveniences that most sailors today take for granted. Guts and good intuition served Stewart well.

But trouble continued to shadow the schooner. At one point, the captain summarized his problems as "Latins, redheads and a loose cannon hurricane named Anita in Jamaica". It was off the coast of Aruba where Don claimed a deckhand threatened him with a knife. It was mutiny aboard the *Valerie Queen*. Stewart chased the crazed man high into the rigging and, with blade in hand, the deckhand threatened to slice the ship's halyards. "I had a rifle, but chose to shoot a flare gun instead. That might look more accidental if I hit him." What Don failed to realize is that his barrage of flares caught the immediate attention of the authorities ashore. "We got hauled into port by the Aruba police. After a long discussion, I was told to leave the island. But I still have that flare gun," he said grinning.

Stewart and his first mate, Percy, pointed the schooner south to Colombia. While heading east along the South American coast, they spotted a suspicious boat. Stewart noticed the crew was armed and, with a sudden puff of black smoke, the boat made an abrupt change of course in pursuit of the *Valerie Queen*.

"We were sailing short canvas," recalled Don. "Schooners have a way of getting along with only a foresail; our main was cut down to the third reef. I said, 'Percy, spread this boat'. *Valerie Queen* really loved the wind to her shoulder. By this time, I knew my ship well. 'Where are we going, Don?' inquired Percy. We're going north. Those guys got machine guns on board."

After their escape, the two sailors landed on Bonaire. Stewart busied himself by starting a dive operation. During that time, the schooner mysteriously sank. "She went under at six in the morning," explained Stewart. "A seacock was left open. Somebody must have opened it, but I never found out who."

A few years later he bought *Sislan*, a traditional Bonaire sailing boat. In a moment of bravado, Stewart challenged Hubert 'Ibo' Domacassé, a local fisherman, to race his boat, *Velia*, against him. The stakes? Twenty-seven cases of cold beer. Ibo ended up beating Don by three minutes in an exciting sailing dual. When asked why he sailed the race, Stewart answered bluntly, "Money. We had a weeklong party afterwards and that was where I made the cash. October was always a slow month so the income helped a lot." That race spurred on an annual competition that eventually became the Bonaire International Sailing Regatta now in its 46th year.

More than a half century after Stewart landed in Bonaire, I find myself in a crowded funeral home. Captain Don lies silently in a coffin. He is wearing his signature captain's hat and a necklace of seashells around his neck. I remember Stewart telling me that he was unimpressed with his voyage, and curiously, claimed that he did not consider himself a sailor. "That day I landed in Bonaire was the beginning of my life," stated Don. "I'll never leave this island." And he did not. Captain Don was reunited with his amputated leg minutes after the ceremony. May the old sailor rest in peace. ☹

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When not writing for *All At Sea*, *Wooden Boat* and *Sailing* magazines, Patrick Holian can be found at the helm of his 14-foot catboat, *Kontentu*, cruising the shores of Bonaire.

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# CARIBBEAN MARINAS

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			Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet
Antigua	<b>Falmouth Harbour Marina</b> www.antigua-marina.com	268-460-6054	20'	380'	60	•	110/220/380 3 phase	•	•	•	•	•	•	•	•	68/10	•
Antigua	<b>Jolly Harbour Marina</b>	268-462-6042	15'	200'	140	•	110/220	Cable	•	•	•	•	•	•	•	68	FREE
Aruba	<b>Renaissance Marina Aruba</b>	297-588-0260	13'	200'	50	•	110/220	•	•	•	•	•	•	•	•	16/69	•
Bahamas	<b>The Marina at Emerald Bay</b>	242-336-6100	14'	250'	150'	•	30 & 50 single phase; 120/208 3 phase	•	•	•	•	•	•	•	•	16	FREE
Curaçao	<b>Barbara Beach Marina</b>	5999-840-0080	15'	130'	6	•	380V 250A	•	•	•	•	•	•	•	•	67	FREE
Curaçao	<b>Curaçao Marine</b>	5999 465 8936	13'	120'	30	•	110/220/380	•	•	•	•	•	•	•	•	67	FREE
Curaçao	<b>Seru Boca</b>	599-767-9042	14'	150'	140	•	127/220	•	•	•	•	•	•	•	•	67	
D.R.	<b>Casa de Campo Marina</b>	809.523.8646/ 8647	16'	250'	350	•	110/220 v to 60 hrz	•	•	•	•	•	•	•	•	68	•
D.R.	<b>Marina Zar Par</b>	809-523-5858	12'	120'	110	•	110/220 308	•	•	•	•	•	•	•	•	5	FREE
D.R.	<b>Ocean World Marina</b>	809-970-3373	12' +	250'	104	•	110/220	•	•	•	•	•	•	•	•	16/68	•
Grand Cayman	<b>Barcadere Marina</b>	345-949-3743	8'	150'	83	•	30, 50, 100 & 200 amp single phase; 100 & 200 amp 3 phase; 60hz	•	•	•	•	•	•	•	•	16	FREE
Grenada	<b>Clarkes Court Bay Marina</b>	473-439-2593	13'	60'	52	•	110/220	•	•	•	•	•	•	•	•	16/74	USB access
Grenada	<b>Grenada Marine</b>	473-443-1667	15'	70'	4	•	110/220	•	•	•	•	•	•	•	•	16	FREE
Grenada	<b>Le Phare Bleu Marina</b>	473-444-2400	15'	120'	60	•	110/220/480	•	•	•	•	•	•	•	•	16	FREE
Grenada	<b>Port Louis Marina</b>	473-435-7431	14.76'	90m	170	•	110/208/220/230/240/ 400/480/630V	•	•	•	•	•	•	•	•	14	FREE
Grenada	<b>Prickly Bay Marina</b>	473-439-5265	17'	200'	10	•	110/220/308	•	•	•	•	•	•	•	•	16	•
Guadeloupe	<b>Marina Bas-du-Fort</b>	590 590 936 620	15.5'	210'	1,100	•	110/220/380	•	•	•	•	•	•	•	•	9	FREE
Jamaica	<b>Errol Flynn Marina &amp; Shipyard</b>	876-715-6044	32'	600'	33	•	110/220/480 1&3PH 50/60HZ	Cable	•	•	•	•	•	•	•	16/9	FREE
Jost Van Dyke	<b>North Latitude Marina</b>	248-495-9930	12'	50'	N/A	•	N/A	•	•	•	•	•	•	•	•	16	
Panama	<b>Red Frog Beach Marina</b> an IGY destination™	+507 757 8008	19'	220'	84	•	50 Amp 110/220V 60 Hz, 100 Amp 220V 60 Hz, 200 Amp 480V 60 Hz	•	•	•	•	•	•	•	•	68	•
Puerto Rico	<b>Club Nautico de San Juan</b>	787-722-0177	31'	250'	121	•	120/240	•	•	•	•	•	•	•	•	16/10 68	•
Puerto Rico	<b>Marina Pescaderia</b>	787-717-3638	8'	65'	97	•	110/220	•	•	•	•	•	•	•	•	16/68	•
Puerto Rico	<b>Palmas del Mar Yacht Club</b> 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	<b>Puerto del Rey Marina</b>	787-860-1000	15'	260'	1,000	•	120/208	Cable	•	•	•	•	•	•	•	16/71	•
Puerto Rico	<b>Sunbay Marina</b>	787-863-0313	12'	75'	287	•	110/220	Cable	•	•	•	•	•	•	•	16/12	•
St. Croix	<b>Green Cay Marina at Tamarind Reef Resort</b>	340-718-1453	8'	100'	154	•	110/220V - 30A, 50A, 200A	•	•	•	•	•	•	•	•	16	FREE
St. Croix	<b>St. Croix Marine</b>	340-773-0289	11'	150'	44	•	110/220	•	•	•	•	•	•	•	•	16/18	
St. Lucia	<b>Rodney Bay Marina</b> an IGY destination™	758-572-7200	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

			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. Lucia	<b>The Marina at Marigot Bay</b>	758-451-4275	16'	250'	40	•	110/220/380 50/60 Hz	Cable	•	•	•	•	•	•	•	16/12	•
St. Maarten	<b>Island Water World Marina</b>	599-544-5310	8'	90'	54	•	Available	Cable	•	•	•				•	74	FREE
St. Maarten	<b>Lagoon Marina Cole Bay Wtrft</b>	599-544-2611	9'	100'	45	•	110/220	•			•	•	•	•	•	16	FREE
St. Maarten	<b>Simpson Bay Marina</b> 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	<b>The Yacht Club at Isle de Sol</b> 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	<b>Captain Oliver's</b>	590-590-87- 33-47	10'	150'	160	•	110/240		•	•	•	•	•	•	•	16/67	
St. Thomas	<b>American Yacht Harbor</b> 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	<b>Yacht Haven Grande</b> 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	<b>Nanny Cay Marina</b>	284-494-2512	12'	125'	200	•	110/220		•	•	•	•	•	•	•	16	•
Tortola, BVI	<b>Soper's Hole</b>	284-495-4589	25'	170'	50	•	110/240	Cable	•	•	•	•	•	•	•	16	Cafe
Tortola, BVI	<b>Village Cay Marina</b>	284-494-2771	12'	200'	106	•	110/220/308	Cable	•	•	•	•	•	•	•	16/71	FREE
Trinidad	<b>Power Boats Ltd</b>	868-634-4346	13'	65'	40	•	115/220		•	•	•	•	•	•	•	72	•
Turks & Caicos	<b>Blue Haven Marina &amp; Resort</b> an IGY destination™	+649-946-9910	8.5'	220'	78	•	30/50/100 amp, 3 phase, up to 480V	Cable	•	•	•	•	•	•	•	16	FREE
Virgin Gorda	<b>Virgin Gorda Yacht Harbour</b>	284-495-5500	10'	180'	94	•	110/220		•	•	•	•	•	•	•	16/11	•
Colombia	<b>Marina Santa Marta</b> an IGY destination™	+57 5 421 5037	11.5'	132'	256	•	110/220V, 60hz	•	•	•	•			•	•	16	FREE

**OUTSIDE OF CARIBBEAN:**

Boston, MA	<b>Boston Yacht Haven</b>	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
Deltaville, VA	<b>Deltaville Marina</b>	804-776-9812	10'	110'	80	•	30/50 Amp		•	•	•	•				16	•
Cabo San Lucas, Mexico	<b>Marina Cabo San Lucas</b> an IGY destination™	+52 624 173 9140	18'	200'	380	•	110V 30 amps; 220V 50 amps; 100 amp 3-phase	Cable	•	•	•	•	•	•	•	88A	FREE
Montauk, NY	<b>Montauk Yacht Club</b> an IGY destination™	631-668-3100/ 888-MYC-8668	12'	200'	232	•	110V, 220V; 480V 3-phase	Cable	•	•	•	•		•	•	09	FREE
NY Harbor - Jersey City	<b>Newport Yacht Club/Marina</b> an IGY destination™	201-626-5550	8.25'	163'	154	•	110V, 220V 30/50/100 amps		•	•	•	•	•	•	•	16/72	FREE

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Jolly Harbour, Antigua	<b>Jolly Harbour Marina / Boat Yard</b>	17 04 46.4 N	61 54 37.0 W	(268) 462-6041	15'	80'	18'	no limit	110/220	8am-5pm	70	•	•	•	•	•	•	•
Antigua	<b>North Sound Marine</b>	17.1167	-61.7500	(268) 562-3499 \ (268) 764-2599	15'	no limit	31'	no limit	Anything	24x7	150	•	•	•	•	•	•	•
Aruba	<b>Varadero Caribe</b>	12 32 N	70 02 W	297-588-3850	7'	85'	23'	no limit	120/240	8am-4pm	60	•	•	•	•	•	•	•
Tortola, BVI	<b>Nanny Cay Hotel &amp; Marina</b>	18 25 0 N	64 37 0 W	(284) 494-2512	11'	160'	45'	no limit	110v 30amp/220v 50amp/ 3phase 100 amp	7am-6pm	70	•	•	•	•	•	•	•
Tortola, BVI	<b>Soper's Hole</b>	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	<b>Tortola Yacht Services</b>	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	<b>Virgin Gorda Yacht Harbour</b>	18.45222	-64.43750	284-495-5318	10	150	34	no limit	110/120	7am-6pm	70	•	•	•	•	•	•	•
Curaçao	<b>Curacao Marine</b>	12' N	68' W	599 9 562-8000	9'	120'	33'	193	110/220 380	8am-5pm	60	•	•	•	•	•	•	•
Boca Chica, D.R.	<b>Marina ZarPar</b>	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.	<b>IBC Shipyard</b>	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	<b>Grenada Marine</b>	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	<b>Spice Island Marine Center</b>	12 5 N	61 43 W	473-444-4257	12'	70'	25.4'	0	110/230	8am-4:30 pm	70	•	•	•	•	•	•	•
Puerto Rico	<b>Varadero @ Palmas</b>	18 04' 37" N	65 47' 57" W	787-656-9211	11'	110'	26'	no limit	50/30 amp	8-5, 7days	110	•	•	•	•	•	•	•
Sint Maarten	<b>Megayard</b>	18°02' 13.24 N	63°05' 08.52 W	1-721-5444-060	12'	200'	33'	12'	110/220	8-5 M-F	150	•	•	•	•	•	•	•
St. Lucia	<b>Rodney Bay Marina</b> <small>an IGY destination™</small>	14°04 '32. 72" N	60°56 '55. 63" W	758-452-0324	14'	275'	55'	no limit	110V/60, 220V/50, 480V 3 phase; 100 amps/leg; 220V 3 phase; 100 amps/leg; 220V40 amps; 100V 30 amps; 50 & 60 hz	8am-5pm	75	•	•	•	•	•	•	•
St. Croix, USVI	<b>St. Croix Marine</b>	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. Kitts	<b>St. Kitts Marine Works</b>	17° - 20.3' N	62° - 50.1' W	1-869-662-8930	12'	120'	35'	no limit	110/220/3 phase 100amp	7-4 M-F	150	•	•	•	•	•	•	•
St. Thomas, USVI	<b>Subbase Drydock</b>	18 N	65 W	340-776-2078	16.5'	190'	50'	no limit	440 three phase/220/110	8-5, Mon-Sat	1000	•	•	•	•	•	•	•
<b>OUTSIDE OF CARIBBEAN:</b>																		
Deltaville, Va	<b>Deltaville Boatyard</b>	37.54 96.64 N	76.32 96.21 W	804-776-8900	9'	80'	25'	no limit	30/50 Amp	7-5 M-F	35/ 75	•	•	•	•	•	•	•

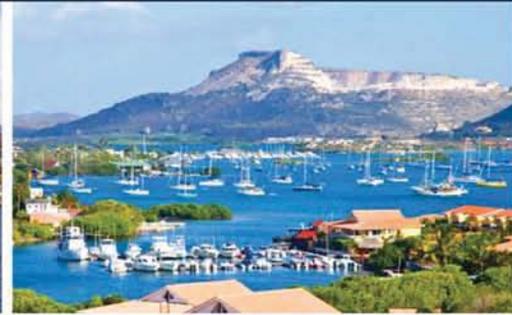
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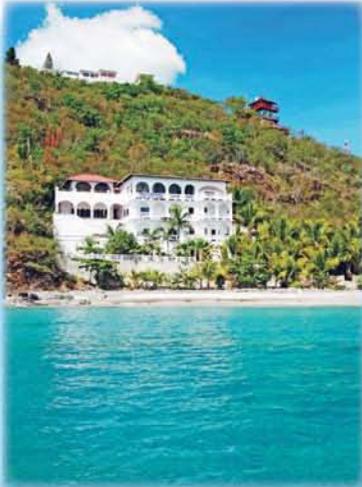
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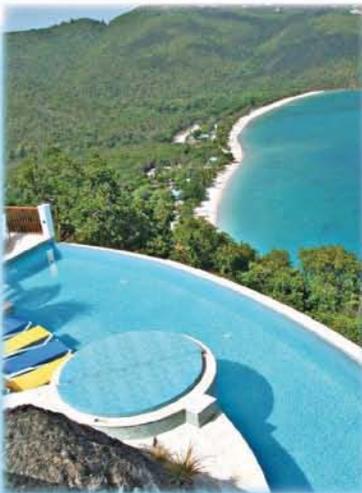


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**3** **Christophe Harbour, St. Kitts.** Seductive views of the harbor await the expansive windows, spacious verandas & cozy decks of this custom villa located at 22 San Cristobal Point. Built across 5,394-sq ft of generous living space, the fully furnished dwelling features four privately quartered ensuite bedrooms, a game room & lounge, & an open kitchen/dining area. Timber finishes, hand-crafted cabinetry, exposed rafters & blue-stone & wood flooring bring a natural grace to the interiors. Outside, a detached gazebo on the pool deck invites open-air gatherings, bustling or intimate. Price: USD \$3,975,000

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**4** **Gros Islet, St. Lucia.** Step right out to your yacht docked in the 40-slip marina from this luxury five-star 3 BR waterfront apartment. Equipped with full cooking & laundry facilities. Restaurants, gym, tennis courts & pools on property. Available as a private home or as a rental income property. Price: USD \$2,300,000

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**5** **Lance Aux Epines, Grenada.** High ceilings & numerous French doors let cool ocean breezes to circulate through this beachfront 5 BR/5 BA villa. Amenities include a fully-modern kitchen, large living room which opens out to the veranda & terrace, ceiling fans, solar water heating & an infinity pool. Two gazebos located adjacent to the pool offer space for outdoor dining and relaxation. Separate 1 BR/1 BA apartment. Fully furnished. Located 10 minutes from the main shopping area of Grand Anse. Price: USD \$1,600,000

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Almost New! Amazing Price!  
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Asking \$240K



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**49' Jeanneau SO 49 2004**  
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Asking \$199K



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Asking \$269K



**47' Beneteau Oceanis 473 '05**  
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**2007 maxim Owners**  
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Cruise ready!



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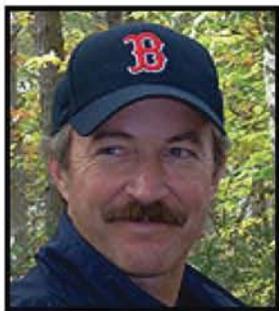


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**42 Hunter Passage, 1995**  
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**42 Bruce Roberts Spray, 1984**  
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**34 Hunter 340, 1998**  
Immaculate condition,  
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**65 Viking Motor Yacht, 1989**  
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**61 Hatteras Motor Yacht, 1989**  
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**56 Sea Ray Sedan, 1999**  
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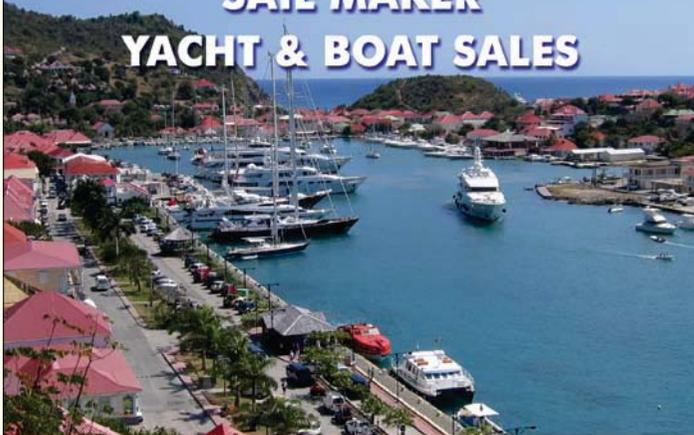
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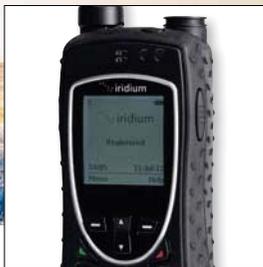
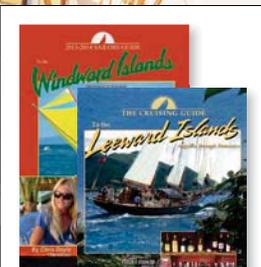
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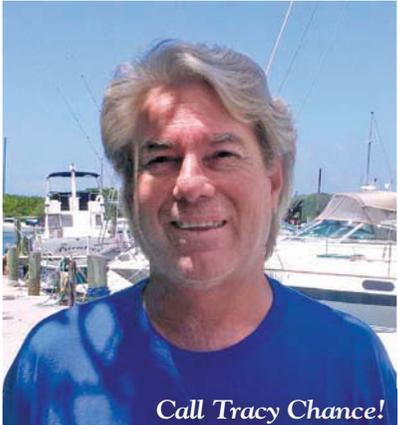
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BY CAP'N JAN ROBINSON

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#### QUICK AND TASTY VEGGIE BURGER

Prep time: 15 minutes. Cooking time: 20 minutes. Makes: 6 patties

<b>1/2 cup dry buckwheat</b> (toasted or untoasted)	<b>2 tbsp mixed Italian herbs</b> (rosemary, thyme, oregano, etc.)
<b>1 cup water</b>	<b>1/2 tsp sea salt</b>
<b>Pinch of salt</b>	<b>1 tbsp ground flaxseed</b>
<b>2 tbsp tahini, sunflower, almond or cashew butter</b>	<b>Fresh ground black pepper, to taste</b>
<b>1 tbsp apple cider vinegar</b>	<b>1 carrot, grated</b>

**GARNISH:** *chopped green onions*

In a medium size saucepan, add buckwheat, water, and salt. Bring to a boil, then turn down to simmer, covered. Toasted buckwheat (kasha) will take about 5 minutes to cook, while untoasted will take about 15 minutes.

Preheat oven to 350F. Whisk together the tahini and vinegar until smooth and thick. Add the flax, herbs, salt and pepper; stir to combine. Add the grated carrot and cooked buckwheat; stir to combine.

Form into patties and place on a lined baking sheet. Bake in oven about 20 minutes, or until crisped on the outside.

Serve on a bed of green vegetables or salad. Toppings of your choice can be added.

#### SALAD NICOISE

(Health-promoting version of this popular salad)

Prep time: 15 minutes. Serves: 4

<b>4 cups salad greens</b>	<b>1/3 cup pitted kalamata olives, sliced</b>
<b>3 oz cooked shrimp, peeled and deveined</b>	<b>1/2 cup diced cucumbers</b>
<b>1 large tomato, diced</b>	<b>Chopped anchovies, optional</b>
<b>1/4 cup chopped onions</b>	

**DRESSING:** 1 tsp of your favorite vinaigrette

Combine all ingredients and top with dressing.

#### EASY INDIAN-STYLE LENTILS

Prep time: 10 minutes. Cooking time: 10. Serves: 4

<b>1 large size onion, peeled</b>	<b>1 tsp turmeric powder</b>
<b>4 large cloves garlic</b>	<b>1/2 tsp salt</b>
<b>4 tbsp vegetable broth</b>	<b>Fresh ground black pepper to taste</b>
<b>2 tsp ginger powder</b>	



**2 cups fresh diced tomatoes (or canned)**

**2 (15 oz) can lentils**

**8 cups fresh torn spinach or 1 cup frozen spinach, thawed**

Dice onions and mince garlic and let sit for at least 5 minutes (to bring out their health-promoting properties). Sauté onion in vegetable broth for 3 minutes. Add garlic, ginger, turmeric, salt, pepper, tomatoes, and lentils. Simmer, covered, for 5 – 7 minutes. Add spinach and continue cooking for 2 more minutes.

#### QUICK ORANGE TREAT

Prep time: 10 minutes. Serves: 4

<b>1 tsp grated lemon rind (zest*)</b>	<b>8 tbsp plain or low-fat yogurt</b>
<b>1 tbsp fresh lemon juice</b>	<b>4 large oranges</b>
<b>4 tbsp honey</b>	

**GARNISH:** Orange zest

In a small bowl, whisk lemon rind, lemon juice and honey until the honey is incorporated. Add yogurt and whisk thoroughly. Peel and separate the individual sections of the orange. Be sure to remove the membrane covering each section. Cut the sections into thirds crosswise. Place in 4 individual dessert bowls. Spoon sauce over the oranges. Garnish with orange zest.

\*Use an organic lemon and orange zest, if possible. 

Capt. Jan Robinson's Ship to Shore Cookbook Collection is available at your local marine or bookstore. Visit [www.ship-to-shoreINC.com](http://www.ship-to-shoreINC.com) email [CapJan@aol.com](mailto: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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