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LETTERS TO THE EDITOR



**ALL AT SEA
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Send your correspondence by email to editor@allatsea.net, or mail letters to:

All At Sea, PO Box 7277,
St. Thomas, VI 00801

Dear Editor,

I have been a fan of the stories of Santos by Peter Muilenburg for many years. Years ago I encountered the articles, "A Dog Like No Other" and "Saga of a Seagoing Dog" in "Reader's Digest" and have enjoyed re-reading them over the years.

My husband recently asked about the articles and after reading them once again, I decided to Google Peter Muilenburg and Santos for more articles.

I found in *All at Sea* March 2008 "Walking the Dog" and September 2008 "The Barge Dog's Turf" and also the book "Adrift on a Sea of Blue Light" (which I've ordered from Barnes & Noble).

I got my first schipperke in 1989 and have not been without one (or two, or three) of them ever since.

Thanks,
Anita Read and schipperkes

Editor's note: Look for "Daysail Dog" (November 2008) and Peter Muilenburg's other sailing adventures (with and sans Santos) on our web site www.allatsea.net.



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COVER SHOT:

PHOTO BY CHRIS KENNAN

OnDeck action with the Island Global Yachting team at the Antigua Charter Yacht Meeting 2007. Don't miss the action this month at the 47th Annual event, December 4-9, 2008. www.antigua-charter-yacht-meeting.com



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WHERE IN THE WORLD?



**Congratulations, Russell,
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Here is the Bay of Fundy in the background; it has the highest/lowest tides in the world. At the time this picture was taken it was almost low tide... and we had just returned from St. Maarten, N.A. after three weeks of warm sunny weather, to snow and cold. I obtained my copy of All at Sea at Budget Marine along with a few items for our boat.

Russell Bowmaster
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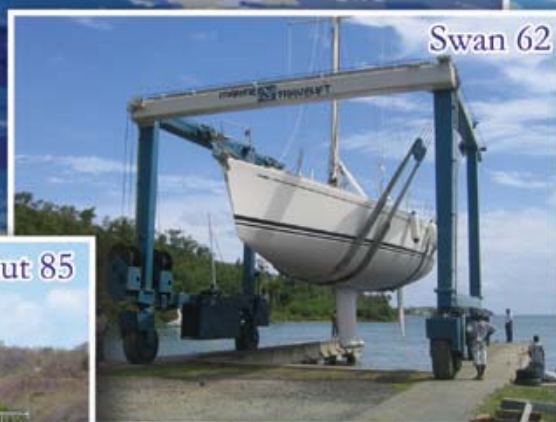
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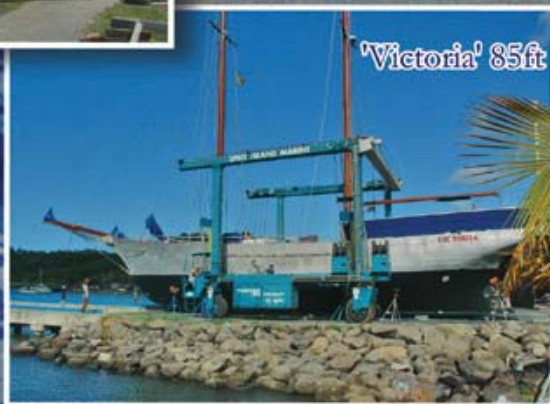
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Editor Chris Goodier (left) and Publisher Chris Kennan (right)

BOB GOODIER

All at Sea Promotes Caribbean Interests at Annapolis Boat Show

All at Sea's team distributed more than 4,000 copies of the October issue from a booth at the 39th annual Annapolis Sailboat Show, held in early October on the Chesapeake Bay. Publisher Chris Kennan joined Captain Jan Robinson, author of the Ship to Shore Cookbook collection, and other staff in generating interest for the Caribbean to an estimated 51,000 people who attended the three-day show located in one of America's primary sail and power boating centers.

Volcano-Hopping, Anyone?

Starting December 1, Antigua-based Ondeck will provide sailing trips for a maximum of 15 guests at a time from Antigua to Montserrat on Farr 65s. The yacht departs Falmouth Harbour in Antigua at 8 a.m. on Mondays, Wednesdays, Fridays and Saturdays, with the trip to Little Bay in Montserrat taking up to four hours. The return journey to Antigua will depart at 1 p.m. on those same days, taking up to five hours. Passengers can choose to return to Antigua the same day or spend more time in Montserrat. Stay-over visitors will be offered numerous sight-seeing options including a visit to the Montserrat Volcano Observatory. The return trip costs US\$189. Call (268) 562-6696 or www.ondeckoceanracing.com/antigua/montserrat-adventure.htm

Antigua Achieves RYA Yachtmaster Instructor Certificate

Ondeck's newly-qualified RYA Yachtmaster Instructor, Logan Knight, will start a new post as Chief instructor in Antigua following a month spent training in the UK. Knight, who has been an RYA Yachtmaster for Sail and Power Boats for five years, will run the training school for yachts and powerboats from Ondeck's base in Falmouth Harbour.



Logan Knight

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(Caribbean News continued on page 20)

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San Juan
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Castries
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Paramaribo
011-597-474-897

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Ruan's Marine
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1-340-775-6595

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St. Croix
1-340-773-0289

VENEZUELA

Corporacion Alba C.A.
Valencia, Carabobo
011-58-241-832-8466

Engine Service Marine C.A.
Caracas, Dtt. Capital
011-58-212-267-7509

Source: Mercury Marine Engineering Dept. - May 2007. Test conducted on 18' aluminum Deep V fishing boat using a Mercury OptiMax 150 hp and an Evinrude® 150 hp E-TEC®. Assumptions: Engines are run 100 hours per year over 5 years/gas price is \$3.75 per gallon. © 2008 MERCURY MARINE. All rights reserved. Reproduction in whole or in part without permission is prohibited. E-TEC is a registered trademark of BRP-Rotax GmbH & Co. Evinrude is a registered trademark of Bombardier Recreational Products Inc. All other trademarks belong to the Brunswick Corporation.

CARIBBEAN NEWS Family Seeking Missing Loved One

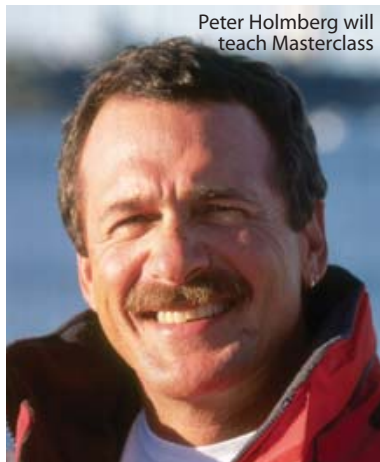
Word has come via Yacht Services Association of Trinidad & Tobago and Jesse James from Members Only in Trinidad that a worried family is seeking word of a relative apparently missing at sea aboard *Dyscotia*, a 35 ft sailboat with a white hull. Icelandic citizen Jakob Fenger is 56 years old with short, lightbrown to grey hair and was last heard from June 3 by Iridium phone just off Bermuda, heading toward Newfoundland. There is no longer a signal from the phone and the family in Iceland has hopes that eventually Fenger turned the vessel to sail to Trinidad, since he has friends there. If you have seen him or the vessel, please contact Gina, info@ysatt.org.

Horizon Yacht Charters Announces BVI Racing Masterclass Package

Horizon and Racing in Paradise have teamed up with former World No 1 ranked Match Racer, America's Cup *Alinghi* team helmsman, Maxi World Champion and Olympic Silver medalist Peter Holmberg, to offer a Racing Masterclass, May 10 - 17, 2009.



Horizon will offer Racing Masterclass

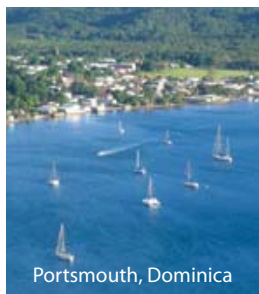


Peter Holmberg will teach Masterclass

Identical IC24's from Racing in Paradise will be used for sessions with Horizon yachts as motherships. Participant teams of four to five persons will race and cruise to different overnight stops in the British Virgin Islands. Seven night package rates for four people, depending on size of charter vessel, start from US\$7995 to include both the cruising yacht and racing vessel (as little as US\$1999 per person). info@horizonyachtcharters.com, www.horizonyachtcharters.com

F&S Boatworks Splashes Largest Yet

After 20 months of building, F&S Boatworks launched its largest boat and first enclosed bridge in October. The 70' Lasik, with a 19'8" beam and 5' draft, is powered with MTU 16V 2400hp. During her first sea-trial, in loaded conditions, Lasik delivered a top end speed of 45.4 knots and a cruising speed of 37 knots at 2000 RPM. The boat has four staterooms and five heads, and is available through Puerto Rico's Yacht Center of the Caribbean. www.yachtcenterpr.com

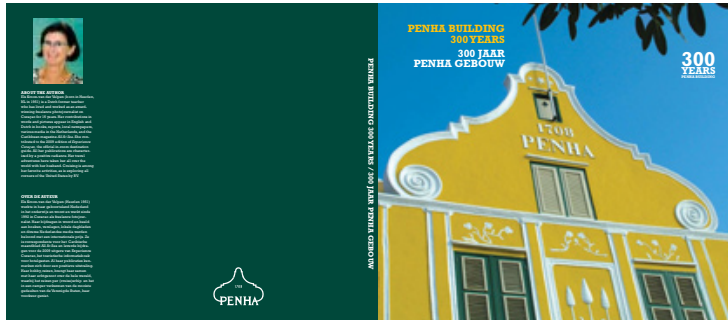


Portsmouth, Dominica

New Dive Centre and Café Serves Dominica's Boaters

Cabrits Dive Centre and Café opened a branch recently in the North End of Prince Rupert Bay right next to Big Papas Sports Bar & Restaurant. They will offer dive reservations, snorkel sales and rentals and a European coffee shop right in front of Dominica's main mooring area: "... about 27 moorings and they cost \$10 per night with discounted prices for longer stays," said Helen Clarke-Hepp from Cabrits. "We want to emphasize that you should pay only authorized collectors."

New book by Els Kroon



New Book by Kroon Celebrates 300 Years

All at Sea writer/photographer Els Kroon's new book was presented during a celebration of Curacao's 300-year old Penha building, a famous landmark in the Caribbean passed by all visiting sailors on their way to the Customs and harbour authorities. The 144-page text, in English and Dutch, highlights the 300-year history of the building and even includes a few ghost stories. The book was published by Miami, Florida's HCP/Aboard.



Lagoonies Returns to St. Maarten

Lagoonies Bar and Cafe is back in the same location, on the waterfront at Lagoon Marina, with a fresh new look. Owner Paul Stoutenbeek intentionally has kept the same feel as the original watering hole which closed its doors in 2004. The marina is in full swing again with modern telecoms, laundry, security, a new dinghy dock, and half a dozen marine services on location. www.lagoon-marina.com

St. Maarten Heineken Regatta to Offer Budget Marine Match Racing Cup

The Heineken will, for the first time in the history of Caribbean regattas according to its organizers, run a match racing event just before the actual 2009 St. Maarten event and will offer \$5,000 US in prize money to the winners. "Sponsoring Match Racing is a great opportunity for Budget Marine to promote new and exciting forms of racing to the Caribbean," said the sponsor's founder, Robbie Ferron. Racing takes place March 3, 2009 in Jeanneau 20 boats with three man crew in the Simpson Bay lagoon, open to six teams on an invitation basis. Interested persons with match racing experience are asked to request an invitation from the Regatta Organization at director@heinekenregatta.com. Editor's note: See our report on the rise in Caribbean match racing in this issue.

Buying a Hurricane-Damaged Boat?

The Boat-Owners Association of the United States, BoatUS, recently offered its 650,000 members tips on how to steer clear of a storm-damaged boat (is there any other kind in the Caribbean?) Suggestions include having a pre-purchase survey done by an independent surveyor; being vigilant for documentation on where the boat has been berthed or registered in recent years; adding a statement in the sales contract that says the seller has revealed everything they know about existing or repaired damages if buying "as is."

What's New at Island Water World

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December

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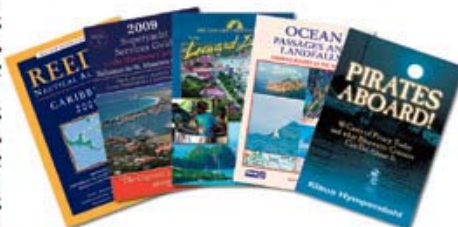
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St. George's
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Fax: 473.435.2152

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Prices may vary in St. Lucia and Grenada as a result of customs charges and environmental levies.

Island Water World Marine Distributors • www.IslandWaterWorld.com • Sales@IslandWaterWorld.com

Budget Marine Launches 2009 Catalogue

The Budget Marine launched its 528-page 2009 product catalogue at a party on October 22 in St. Maarten. With a backdrop mirroring the invitations of abrowned-paperedspecial delivery, the stage was set.



A volunteer gendarme scaled the wall of the Budget Marine building in true 007 form and, from his back-pack, handed Robbie Ferron the shiny new book. The catalog is available free of charge at nine locations: Antigua, Bonaire, Curacao Parera & Caracasbaaiweg, Grenada, St. Maarten, St. Martin, USVI and Trinidad, along with a CD-Rom catalog. Or download a PDF version of the catalog at www.budgetmarine.com.

Camper & Nicholsons removes Cuban wreck from Port Louis Marina

In September, Camper & Nicholsons removed a 50 ft concrete Cuban fishing vessel from Grenada's lagoon in September and relocated it for scuba buffs to enjoy off Grand Anse Beach at a current dive sight called the Valleys. No one knows the history or proper name of the boat, now affectionately called "Daisy" in honour of the barge operator who removed her.



Daisy has been sunk

PASSAGES

Paul Marshall, Managing Director of Island Water World in St Maarten, has died, and *All at Sea* joins the company's staff in expressing their condolences to Lisa, Sarah, and all of his family and friends. "His leadership, determination, and courage has been admired by all," said Sean Kennelly.

All at Sea received word from Carly Wiersum at Lagoon Marina SXM, following notification by his family in Holland, that that Paul Wahlen died October 4. Wahlen was captain and owner of one of the last sailing freight schooners, *Avontuur* (Adventure), built in 1920 and the subject of the documentary film, "Into the Wind."



Paul Wahlen

PHOTO BY AKIM TRIEBSCH

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TURKS & CAICOS, BWI

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Antigua's Jolly Harbour Yacht Club

Brian Turton gave us an update on JHYC's latest: "Once again Jolly Harbour Yacht Club of Antigua are proud to host the JHR Caribbean Annual Regatta in early December. JHR Caribbean are keen to continue their sponsorship as the main beneficiary will be the JHYC Youth Development Program." Secondary sponsors are Carib Beer, English Harbour 5 Year Old Rum and Liat Airlines.

The schedule for this year's event is two days of racing off Jolly Harbour and Five Islands Harbour with four races on Saturday December 6th followed by three races on Sunday. Once again there will be a Regatta Party on Saturday at the Castaways Restaurant from 19.30 with food and dancing till midnight. The Regatta Party is open to all, and tickets in advance are ec\$75. For more information and Online Entry form please visit www.jhycantigua.com or call Brian, JHYC Commodore 2008 on +1 268 770 6172.



PHOTO COURTESY OF SARAH BAKER

From right: Jacqui Pascall, Michael McQueen, James Benoit, Kevin Banfield; and second from left, James Vlasto, with members of the Youth Sailing Program and the new chase boat

Grenada Yacht Club & Grenada Sailing Association

Thanks to a donation by Four Seasons of a brand new chase boat, young sailors will have a better learning environment when they take part in the Youth Sailing Program run by the club and supported by the association. Association Treasurer Jacqui Pascall explained: "This donation is very important to the on-going Youth Sailing Program. Safety is our first priority with our young sailors, whatever amount of experience they may have. This new boat will enable our instructors Kevin Banfield, Michael McQueen and Vaughn Bruno to stay close to the dinghies out on the water, and give much better technical & tactical instruction."

James Vlasto, Sales Director, and Richard Hesford, Project Manager, Cinnamon88, representing the Four Seasons Group, visited the Grenada Yacht Club and met the young sailors and their instructors. The boat was presented to James Benoit of the Grenada Yacht Club, who is also Vice Chairman of the Grenada Sailing Association.

"I would like to thank the management of Four Seasons for this important support for the continued development of sailing in Grenada," Benoit said. "Captains of big boats and Mega yachts start from here—by learning to sail dinghies and learning to sail well and safely. With the help of Four Seasons I believe we are seeing the start of a very positive way forward for many of our young sailors here today."

Pascall added, "We are keen to see more Grenadian would-be sailors joining us and finding out not only what fun sailing can be, but also how rewarding. We already have young sailors from this Program who have now represented Grenada in Regattas in the region and our long-term goal is to have Grenada represented in the future in more International events and even the Olympics in London in 2012."

Club Nautico de San Juan, Puerto Rico

Club Nautico has posted a Notice of Race for their 8th International Regatta, February 12 – 15, 2009. Classes are Optimist, Laser and Snipe. Charter boats are available for a fee, and racing will take place in San Juan Bay. This event will serve as the third of a Qualifying Series for the teams representing Puerto Rico for

2009 at the South American IODA championship, for the 2009 North American Championship, and for the 2009 Optimist Worlds. Parents with safety boats willing to help are asked to contact José Gilberto Berríos. For information: call (787) 722-0177, email vela@nauticodesanjuan.com, or www.nauticodesanjuan.com

St. Croix Yacht Club

Rum and sea baths will cure all your ailments, from a broken heart to a broken leg, according to the organizers of St. Croix's regatta, and the more rum, the better it works. But, then again, the island is home to the world-famous Cruzan Rum Distillery. The 16th St. Croix International Regatta, 20 – 22 February, 2009 will see a second weigh-in on the club's giant scale for the skipper's weight in Cruzan Gold rum.

"At the 2009 regatta, there will be two overall skipper's weight in rum prizes awarded: one to the best of CSA racing spinnaker fleet and one to the most competitive boat in the most competitive non-CSA spinnaker racing fleet," reports Regatta Director Julie San Martin. Who are these "other" fleets? "Over the past several years they have been: Performance Cruiser, Racer Cruiser, Jib and Main, Beachcats, Large Multihulls and the highly competitive IC-24s."

"In 2008, local boys, the Stanton brothers, on *Devil 3* won the Spinnaker Racing Fleet. Meanwhile, the Racer Cruiser fleet, led by Guy Eldrige's *Luxury Girl* was truly impressive, with less than four points separating first and third places. These guys deserve recognition – or at least more rum!" says San Martin.

"Since this regatta was established in 1992, the make up of our local racing fleets has changed," said San Martin. "In 1992, there were no IC24s, this fleet was established a decade later. Also in 1992, there were six large multihulls on the line – those were the days! One visiting boat has competed in all the St. Croix Internationals – *Pipe Dream*, Peter Haycraft's *Serena 38* from Tortola, winning her class numerous times. Regatta organizers in the Caribbean never know what assortment of boats will enter; this is particularly true of the smaller regattas." www.stcroixyc.com



<< A sailor climbs on the scale...

The rum is hoisted (eight cases?!)...



And the sailor is off the ground!



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EVENT CALENDAR

Please send future events for our calendar to chris@yourislands.com
This month and next month's events are currently published here. Your specific area may or may not be shown based on identified activities for these months.



ANTIGUA

SATURDAYS

All Comers Race
Jolly Harbour Yacht Club
www.jollyharbouryachtclub.com

12/4-9

47th Annual Charter Yacht Show
Boat Show
antigua-charter-yacht-meeting.com

12/6-7

Jolly Harbour Yacht Club Annual Regatta
Sailing | jhycantigua.com

12/9-12

The Superyacht Cup Antigua
Superyacht Regatta
thesuperyachtcup.com
info@thesuperyachtcup.com

12/31

Nelson's Pursuit
Sailing | antiguayachtclub.com



BRITISH VIRGIN ISLANDS

12/5-6

Gustav Wilmerding 18th Annual Memorial Challenge
Sailing | weyc.net
mvh@surfbvi.com

12/13-14

Quantum Sails
IC24 International Regatta
Sailing | rbviyc.com
emma@rbviyc.com

12/20

O Neal & Mundy Commodores Cup
Sailing | rbviyc.com
emma@rbviyc.com



CURACAO

1/20-21

Spanish Water Lagoon Regatta
Youth Sailing | cyc2009.org
info@cyc2009.org

1/23-25

Curacao Youth Championships
Youth Sailing | cyc2009.org
info@cyc2009.org



GRENADA

1/30-2/3

16th Annual Port Louis Grenada Sailing Festival
Sailing | grenadasailingfestival.com
gsail@spiceisle.com



ST. LUCIA

12/7

Start of the Winter Series
J24 & big boats
Sailing | stluciayachtclub.com
slycmembers@gmail.com

12/13

St. Lucia National Day Local Race, all classes
Sailing | stluciayachtclub.com
slycmembers@gmail.com

12/14

SLYC FUN RACING DAY
Sailing | stluciayachtclub.com
slycmembers@gmail.com

12/21

Winter Series J24 & big boats
Sailing | stluciayachtclub.com
slycmembers@gmail.com

1/4

Winter Series J24 & big boats
Sailing | stluciayachtclub.com
slycmembers@gmail.com

1/18

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Sailing | stluciayachtclub.com
slycmembers@gmail.com



ST. MAARTEN

12/6-9

2nd Annual MYBA
St. Maarten Charter Show
Boat Show
mybacaribbeanshow.com

1/22-25

4th Annual St.Maarten-St.Martin Classic Yacht Regatta
Sailing | classicregatta.com
info@classicregatta.com



U.S. VIRGIN ISLANDS

12/3-6

Carlos Aguilar Match Race
Boat Show | styc.net
styc@vipowernet.net

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allatsea.net

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MARTINIQUE → PORT EVERGLADES end December, 2008/end January, 2009. ST. THOMAS → LA ROCHELLE end December, 2008. LA ROCHELLE → MARTINIQUE and FORT LAUDERDALE early January, 2009.
PORT EVERGLADES → ST. THOMAS end February, 2009; returning early March, 2009

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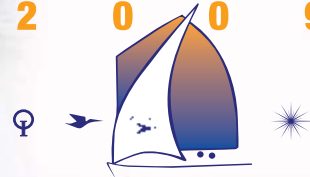
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February 12-15

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Late Registration

\$150.00 for entries after 1/19/09

No registration after Thursday February 12, 2009

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Aruba	Renaissance Marina Aruba	297-588-0260	13'	200'	50	•	110/220	•	•	•	•	•	•	•	16/69	•
Curacao	Seru Boca	(599 9)767-9042	14'	150'	140	•	127/220	•			•		•	•	67	
Dominican Republic	Marina Zar Par	809-523-5858	12'	120'	110	•	110/220/308	•	•	•	•	•	•	•	16/5	•
Dominican Republic	Ocean World Marina	809-970-3373	12'+	250'	104	•	110/220	•	•	•	•	•	•	•	16/68	•
Grenada	Clarkes Court Bay Marina	473-439-2593	13'	60'	52	•	110/220				•	•	•	•	16/74	USB access
Grenada	Grenada Marine	473-443-1667	15'	70'	4	•	110/220		•		•			•	16	FREE
Grenada	Le Phare Bleu Marina	473-444-2400	15'	120'	60	•	110/220/480		•	•	•			•	16	•
Grenada	Port Louis Marina	473-435-7431	7'	90m	49	•	110/220	•			•	•	•	•	14	•
Grenada	Prickly Bay Marina	473-439-5265	17'	200'	10	•	110/220/308		•	•	•			•	16	
Jamaica	Errol Flynn Marina & Shipyard	876-715-6044	32'	600'	33	•	110/220/480 1&3PH 50/60HZ	Cable	•	•	•	•	•	•	16/9	FREE
Puerto Rico	Puerto del Rey Marina	787-860-1000	15'	260'	1,000	•	120/208	Cable	•	•	•	•	•	•	16/71	•
Puerto Rico	Sunbay Marina	787-863-0313	12'	75'	287	•	110/220	Cable	•	•	•	•		•	16/12	•
St. Croix	St. Croix Marine	340-773-0289	11'	150'	44	•	110/220	•	•	•	•	•	•	•	16/18	
St. Lucia	Rodney Bay Marina an IGY destination™	758-452-0324	15'	220'	232	•	110/220	•	•	•	•	•	•	•	16/17	•
St. Lucia	The Marina at Marigot Bay	758-451-4275	16'	250'	40	•	110/220/380 50/60 Hz	Cable	•	•	•	•	•	•	16/12	•
St. Maarten	Island Water World Marina	599-544-5310	8'	90'	54	•	Available	Cable	•	•	•			•	74	
St. Maarten	Lagoon Marina Cole Bay Wtrft	599-544-2611	9'	100'	45	•	110/220	•			•			•	16	FREE
St. Maarten	Simpson Bay Marina an IGY destination™	599-544-2309	14'	200'	126	•	110/220/480	•	•	•	•	•	•	•	16/79	
St. Martin	Captain Oliver's	590-590-87-33-47	10'	150'	160	•	110/240		•	•	•	•	•	•	16/67	
St. Thomas	American Yacht Harbor an IGY destination™	340-775-6454	9.5'	110'	106	•	110/240		•	•	•	•	•	•	16/11	•
Tortola, BVI	Nanny Cay Marina	284-494-2512	12'	125'	200	•	110/220		•	•	•	•	•	•	16	•
Tortola, BVI	Soper's Hole	284-495-4589	25'	170'	50	•	110/240	Cable	•	•	•	•	•	•	16	Cafe
Tortola, BVI	Village Cay Marina an IGY destination™	284-494-2771	12'	200'	106	•	110/220/308	Cable	•		•	•	•	•	16/71	Hardline at Slip
Trinidad	Power Boats Ltd	868-634-4346	13'	65'	40	•	115/220		•	•	•	•	•	•	72	•
Virgin Gorda	Virgin Gorda Yacht Harbour an IGY destination™	284-495-550	10'	180'	94	•	110/220	•	•	•	•	•	•	•	16/11	•

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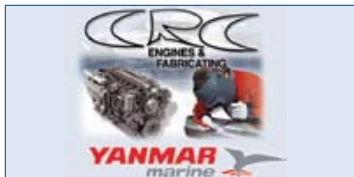


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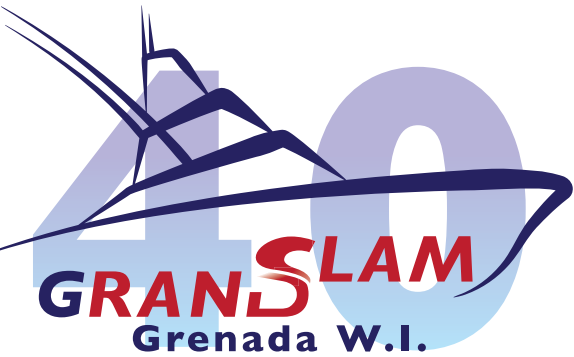
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PREVIEW:
Grand Slam Grenada!
 January's 40th Spice
 Island Billfish Tournament



January the 20th-23rd 2009 will mark the historic 40th running of Grenada's Annual Spice Island Billfish Tournament, the longest running and most popular tournament in the Southern Caribbean. For those who do not know the term, "billfish" refers to members of the marlin, sailfish, spearfish and swordfish family, which have in common the extended upper jaw known as a "bill."

It all started with Jim Needham of the "Flamboyant Hotel." He lived to fish and loved to venture along the coastline of Grenada in his little open boat (14') *Mambo* where he raised and caught dozens of Billfish. He just had to share this love with someone and so in 1964 he called his friend Louis Rostant (Trinidad) and they met in Grenada with Martin Mathias (owner of a beautiful Sports Fishing Vessel – *Bahari*), to formulate and stage the first ever Grenada Fishing Tournament. Sadly, no records are available but we do know that less than 10 boats (Grenada and Trinidad) participated in what was essentially a gentleman's tournament. No formal rules were in effect at the time.

However, Jim & Louis worked steadfastly to refine the organisation and adapted International Game Fishing Association rules to suit the Grenada event. These men worked hard at attracting visitors and anglers alike to participate in the annual event. Almost immediately, the numbers of anglers increased with boats from all the neighbouring islands (Trinidad & Tobago, Barbados, St Lucia, and Martinique) that became then, and indeed to this day, the main contingent of support for our event.

Back then the number and weight of fish brought to the dock determined the winner, and many people would crowd around the weighing scales at the end of the day to see the fish displayed. Times have changed and now, in the interest of conservation, most billfish are

released alive. Each boat gets a camera to photograph the fish in the water and points awarded based only on the species of billfish not the size. Only a few of the biggest fish (usually potential record breakers) are retained and weighed for points.

The 2008 tournament had 36 boats carrying 175 anglers. Why do they come? SIBT has a long and proud reputation on several fronts – first and most important - we have fish! Grenada's waters are some of the most prolific grounds in the southern Caribbean and the tournament reliably produces multiple releases of Blue Marlin, White Marlin and Sailfish and is probably the only tournament where you have a good chance to catch a "Grand Slam" (a catch of three billfish species in one day).

In earlier years Grenada was predominantly a sailfish tournament hence it allowed only lighter line classes (20, 30 & 50 lb breaking strain); however in the last 10 years this has changed somewhat with more and bigger blue marlin showing up culminating in Adrien Johnson's fabulous 669 lb fish in 2006.

As a major new change to celebrate the 40th anniversary, for the first time, the tournament will allow the use of 80 lb line. This is an exciting development, which is sure to attract many more competitors, as this will greatly increase an angler's chances of landing a blue marlin bigger than the 669 lb record fish. In the last few years many very large marlin have been lost when the 50 lb line broke under the excessive strain during fights lasting several hours.

Although run by a committee of dedicated volunteers, SIBT prides itself on being a well-organised smooth running event, based at the Grenada Yacht Club, which provides excellent dock facilities in the calm waters of the Lagoon.

As an added attraction for anglers, SIBT is a qualifying tournament in the IGFA Offshore championship (the winner of our event is invited to fish a tournament of champions held in Cabo




Today's tournament is operated as Catch & Release

San Lucas, Mexico). It is also included in the newly formed Southern Caribbean Billfish Circuit (SCBC) which organises the billfish tournaments of Grenada, Trinidad & Tobago (2), Barbados, St Lucia and Martinique into a championship with prizes for the overall winner based on their best three scores from the individual tournaments.

Grenada has several sport fishing boats available for charter to anglers wishing to compete in the tournament. Members of the public (locals and visitors alike) are encouraged to come and watch – the boats will parade from the Grenada Yacht Club (GYC) through the Carenage and outside the harbour for the Bimini start at 6.45am on Tuesday January 20, 2009 (the Carenage and Fort George will be good viewing points). They will start to return to GYC after 5 p.m. Wednesday will see them return to GYC after 4.30 p.m. whereas Thursday will be the rest day with activities at GYC. On the final day (Friday 23rd) they will return from 3 p.m.

The success of the Spice Island Billfish Tournament can be contributed, to a large degree, to many local and international Sponsors, who have been steadfast in their support over the years, and without whom this event would not have achieved the prestigious reputation it enjoys today.

For information, call Wendy Pat at 440 0602 or 535 1340, email wendypatw@yahoo.co.uk, or register online at www.sibtgrenada.com 

Preview and photos submitted by SIBT committee member Gary Clifford, True Blue Sportfishing



<< Team Big Oh

IT'S A THREEPEAT FOR BIG OH AT THE 2008 VENEZUELA SUPER SLAM

After having won the 2007 Venezuelan International Super Slam and the 14th annual International La Guaira Billfish Shootout in April of this year, Florida Team *Big Oh* completed the "trifecta" at this year's Super Slam held September 25th thru 29th to benefit Fundacion Amigos del Niño con Cancer (Friends of Children with Cancer Foundation or FANCC).

Having started out the third and final day of competition in second place behind local team *Someday Lady*, Team *Big Oh* staged a major comeback in the afternoon hours, pulling away from the other 27 tournament fleet boats to regain the lead which they had held at the end of day one.

"We knew *Someday Lady* had located a body of fish on day two because they had done exceptionally well, so we tried the area where they had fished and the strategy paid off," said *Big Oh's* Captain Ronnie Fields who additionally had a very personal family feud going with his brother David and his dad Alan, competing aboard *Hatterascal* and *Rude Awakening*, respectively. "We were poised to lock up the victory in the morning hours of the last day with a grand slam but whitey had eluded us so we went and released another sail and a blue in the afternoon to secure the top spot on the leader board," added a very happy Grey Ingram, owner of *Big Oh*.

The final totals were *Big Oh* with 3,300 points, *Someday Lady* with 2,600 and *Iliza* from Aruba with 2,500 points. In the individual angler category were

Nicaraguan-born Miami resident Mauricio Escobar, fishing aboard *Guarimba* as the tournament's top angler with 1,900 points. Escobar was followed by another member of the Fields clan, *Big Oh's* Jimmy Fields, with 1,560 points and *Iliza's* Rafael Rojas with 1,320 points.

Top Lady angler was Venezuelan Glenda Vivas fishing aboard *Not For Rent*, who received an elegant fine crystal trophy in the shape of a blue marlin. The 'hard luck story' went to the team representing one of the Super Slam's most important sponsors, Viking Yachts, lead by company president Pat Healey, fishing aboard the recently released Viking 60' factory boat.

A total of 152 billfish were released during the three day event by the 28 tournament boats, with 27 blues, 68 whites and 47 sails. Three grand slams were registered. Very special thanks go to Diplomático Rum and Solera Premium Beer for keeping participants in good spirits throughout the week.

The Super Slam 2008 Photo Gallery will soon be up on the website www.intlbillfishshootouts.com. Mark your calendars for the upcoming 15th Anniversary Edition of the International La Guaira Billfish Shootout set for March 9th thru 15th 2009. 📷

Report submitted by Venezuela International Super Slam

Sunny skies and great weather greeted and stayed with the 29 boats taking part October 4 to 11 in the weeklong 45th Port Antonio International Marlin Tournament, initially started in 1959. The Custos Rotolorum of Portland, the Most Honourable Roy Thompson greeted the anglers and then led them out on the Coast Guard cutter *HMJS Middlesex* to a spectacular Bimini Start at the entrance to the Port Antonio Harbour.

Over 120 Jamaican Anglers competed against Canadians (4), Haitians (5), USA (7), Cayman Islands (3), Italian (1), Swiss (1) and Bahamian (1) anglers in the weeklong activity. Fishing was to be on Monday and Tuesday; Thursday and Friday. The Lay (Rest) Day on Wednesday 8th October 2008 was to be occupied with a 40-strong canoe entry for the 24th Local "Artesian" Canoe Tournament.

A total of 20 marlin were caught and subdued in the fight, 11 were successfully Tagged and Released, eight were landed as First Marlin Ever caught, an exemption to the rule, while a border-line marlin of 253 lb. was landed and disqualified as it did not reach the tournament minimum length of 99 inches.

The winning Team of *Macs'd Out*, a 55' Princess, had a Tagged & Released Marlin on the second day and then moved into first place with 2 marlin Tagged & Released on the Thursday. They went on to win the Appleton Rums Trophy and an invitation to the "Olympics of Fishing", the Bonnier-

IGFA Offshore World Championships to be held in Cabo San Lucas, Mexico on May 10th to 15th 2009. Second Place went to "Team *Intrepid*" with 2 marlin Tagged & Released.

The Local Canoe Tournament with 3 artisan fisher-folk (one female team) in each canoe attracted 40 registered canoes and one caught a 151 lb. marlin to win the Magnum Tonic Wine Trophy and cash award. The artisan fishermen use only 2-300 lb. hand-lines in their fight.

A highlight was the visit of Dr. Peter Chaibongsai from The Billfish Foundation who gave several talks on the current TBF-billfish tagging programme and visited and talked to the artisan folk on the value of redemption of recovered or recaptured tags. He reported a 2008 Panama recapture from a Negril, Jamaica release in 2005, the first ever reported recapture from the island. This was from a charter boat *Head First*, a regular participant in the Port Antonio event. Tagging and Release has been the accepted practice in Port Antonio since 1990 with almost 400 releases documented by camera-verification. 📷

Reported and photo of winning team submitted by Port Antonio International Marlin Tournament

Macs'd Out Clears Up the 45th Port Antonio International Marlin Tournament

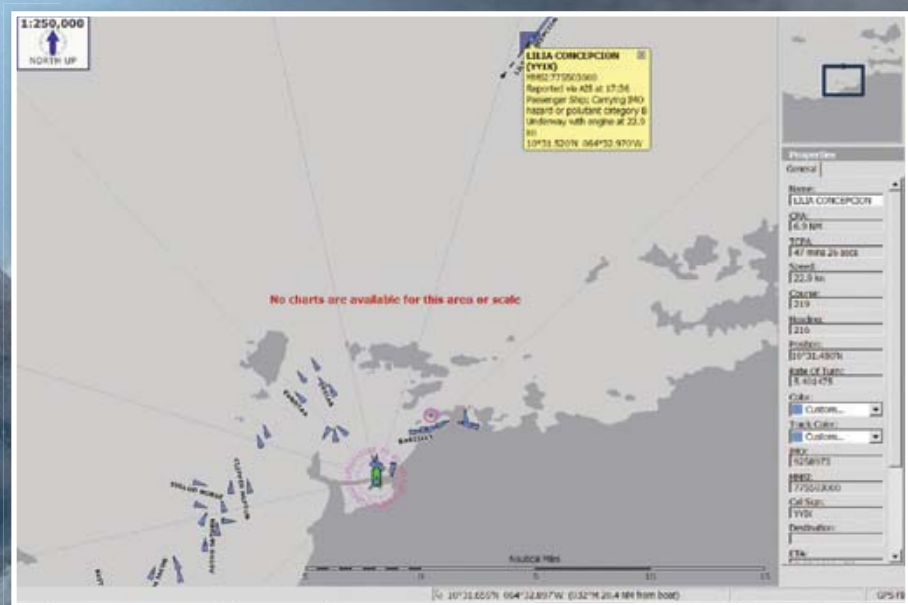
BY RON DUQUESNAY, CHAIR, SIR HENRY MORGAN ANGLERS OF JAMAICA



DIGITAL SELECTIVE CALLING, PART THREE

AIS: "THE MISSING LINK"

BY DAVE COOPER



My second article on DSC (November issue of *All at Sea*) concerned its use in calling other vessels vs. using Ch 16, as most of us currently do. To do this we need the Mobile Maritime Service Identity (MMSI) number (aka the “telephone number”) of the vessel that we wish to call.

This presents a problem as there is no directory assistance for MMSI numbers. How to get them?

You can just call your friends and ask them, building your personal directory of MMSI numbers in the call list of your VHF. This is great if these are the only folks you wish to talk to; however, what if you want to contact the freighter behind you that looks like it will be close across your path? Or the cruise ship—it’s hard to tell in which direction it is going, as the lights on the Lido deck obscure the navigation lights.

Well, there’s a small black box called AIS (Automatic Identification System). Yes, this is the same box that Fatty Goodlander extolled the virtues of in the September ‘08 issue of *All At Sea*. It does all that Fatty said and more! In fact, it gives you the MMSI number of any vessel in the area.

With the MMSI number you can ring the ship’s VHF via your DSC and wake the dead (I mean the busy) watch stander and get their attention to converse on any channel that you have pre-selected. As we noted in the previous article, the DSC ring tone is very attention getting—its volume is independent of the setting and also the squelch setting. In other words it WILL be heard.

This, to cruisers, is one of the great features of AIS, combined with the DSC, as you no longer have to keep calling and calling; “dark vessel at such and such lat/long.” Just ring them up!

AIS, as Fatty indicated gives you loads of data about any ship that carries it—in fact, much

more than you’ll ever need. A receive-only unit runs \$200 and uses very little power. Connect it to a compatible chart plotter or a laptop and “bingo,” the track of vessels becomes crystal clear around you.

We had a receive-only unit for several years and decided to upgrade to a class “B” transceiver. We now also transmit our information so others can see us. This brings several new features onboard for our trawler, *Swan Song*. People can call us if they have a reason—very easily. Ships know we are in the area before they can see us, even if the weather is less than clear. They also know our speed, heading, size, and that we are a recreational vessel.

The Class “B” unit sells for \$1000 and up, and needs a GPS signal and its own dedicated VHF antenna. As it is transmitting it uses a bit more power than the receive-only units but only about 250 milliamps average power.

At the next level up are the full Class "A" units. These are more than the average recreational boater needs or can even keep up with. Inputting things like the next port, ETA's, type of cargo—underway, at anchor, moored, etc. gets to be a bit much for most of us. The Class "B" requires none of those changeable parameters that must be updated each voyage. "Plug and play" once you set the base parameters—MMSI, size of boat and type. Simple, but very effective.

Swan Song's AIS routinely receives vessel data in a 30 mile circle and often we get 50 miles from big ships. This is long before we have them on radar or visual. You see them on the screen with all their info and you can watch them appear on the

radar at 15-20 miles and perhaps have a visual at 10-12 miles as you know exactly where to look. It has made our nighttime passages far more relaxed than in the past in heavy traffic lanes. We know what the big boys are doing and only have to watch for the small vessels that are often underway without navigation lights in the Caribbean.

As we all move further into the 21st century, the use of DSC, MMSI numbers and AIS will become standard gear and the ability to operate them as systems is necessary—even for the recreational boater. Together, they greatly increase safety and the ability of first responders to get the alert, know where the vessel is located and make contact with the vessel in case of emergency.

Remember the ultimate alert device, the 406 EPRIB, is also registered with that same ubiquitous MMSI number...it all ties together now in your mind from these three articles...I hope. A new DSC VHF and/or AIS makes a great Xmas present! 🎁

Editor's note: Parts I (October issue) and II (November issue) of this article will be posted for your reference in our Past Issue Archive online at www.allatsea.net.

*Dave Cooper spent over 20 years designing & marketing computers, in the U.S. and Japan. He sailed to the Caribbean in the mid 70s where he ran seasonal private charters throughout the islands for a decade, then worked in the yachting industry in the BVI until 2006. He retired on his classic trawler, *Swan Song*, and cruises the southern Caribbean.*

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working with EPOXY

BY ROGER MARSHALL

Wonder glue or miserable failure? Unless you understand the properties of epoxy and mix it properly, you can run into problems. It must be mixed in the right proportions (and each manufacturer's proportions are different), cured at the right temperatures, and the work assembled under the right humidity for the best results.

What is Epoxy?

Most epoxies come as two-part adhesives, Part A and Part B—the resin with accelerators is in one can or tube, and the hardener in another. Mixing them together in specific ratios gives you a working epoxy.

In general, the epoxy is colorless although some have a light sheen to them. After the epoxy resin is mixed with the hardener it usually becomes opaque, but that clears when the mixture has set up. The hardener, part B of the mixture, must be mixed with resin to effect a cure. The reaction creates cross-linked molecular chains that give epoxy its spectacular strength.

Do I Need Fast, Moderate or Slow Hardener?

Most manufacturers make a "fast" hardener that sets up within ten minutes or so in 80 degree weather (slower in cooler temperatures), a

"moderate" hardener used for larger jobs that might take 20 to 30 minutes to set up, and a "slow" hardener.

Typically, small jobs require the use of fast hardener, allowing you to put the parts together, clamp them, and walk away. For jobs that require the application of large areas of epoxy, a moderate hardener allows you to coat the surface, apply the laminate and get the job set up before the epoxy starts to cure.

Mixing a moderate and fast hardener together to adjust the cure rate will not necessarily give you a linear difference in pot-life or cure time. You will need to experiment with fast and moderate hardeners to adjust the cure rate.

If the job starts to cure before all the materials are in place the best option is to remove the partially cured material, let the cure finish, sand everything back, and start over.

Surface Preparation

Before mixing epoxy, make sure that the surfaces are clean, free of dust and sanding residues, waxes or oils. Wipe the surfaces down with a solvent—if it beads up, it indicates that additional contaminants are present and the surface needs to be cleaned again.

Use 40-60 grit sandpaper on wood to roughen the surface for good bonding. Use 80-120 grit on fiberglass surfaces and make sure you wipe down with a solvent. Fiberglass Solvent Wash 202 from Interlux is good for fiberglass. If you are gluing Teak wipe the surface with solvent to remove the teak oil before applying epoxy. If you want to bond metal, roughen the surface with 40-60 grit sandpaper or even a heavy-duty grinder. Epoxies do not penetrate metals and getting a strong bond is difficult.



You can clamp or glue and screw them, however, beware of clamping the joint too tightly. If you squeeze all the epoxy out of the joint, it is likely to fail. Before the epoxy has set up, wipe off any excess. After the epoxy has set, use a chisel to clean excess glue off the joint.

If your joint is a little sloppy, that's ok, simply mix a little wood filler, fine sawdust or other filler into the epoxy and set the joint up in the usual way. That's the beauty of epoxy. It fills small holes and still gives a strong joint. In fact, experiments

have shown that in a soundly made joint, the wood fails before the epoxy lets go. ☺

Next issue: Curing, sanding and working safely with epoxy.

Roger Marshall is the North American Editor for the Yacht Report, former Technical Editor for Soundings, and a Director and past President of Boating Writers International.

Mixing

Before starting work determine how much mix you will need and mix only that amount. Mixing large batches often leads to tossing unused resin out, or it can lead to the resin setting up in the pot and generating a large amount of heat. In some cases the heat generated will melt the cup and has been known to start a fire.

Always mix epoxy and hardener in the proportions suggested by the maker (which varies by manufacturer). For example, Epiglass is mixed in the ratio of 4:1, and Protech Marine Epoxy is mixed in the ratio of 3:1.

Most manufacturers supply mini-pumps to go with their gallon or quart cans, but if you do not have a pump, use a measuring cup or a measuring stick dipped in a cup of resin measured against another stick dipped in a cup of hardener. Don't use the same cup or stick to measure resin and hardener. Also, don't mix products--resins and hardeners from different manufacturers have different properties and may not work together.

After pouring both resin and hardener into a cup, stir thoroughly for a few minutes to ensure that the two parts have mixed properly, scraping the bottom and corners of the cup. A thoroughly mixed resin will have a whitish tinge and be almost opaque. A poorly mixed resin will not set up properly and will have to be scraped off the job. Always mix the resin and hardener before adding any fillers. That way you will be sure that the epoxy is mixed properly.

Using Epoxy

If you are making a simple wood joint using epoxy, mix the epoxy and coat both surfaces, wait a minute or two to allow the glue to penetrate the wood and press the two surfaces together.

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BUILDING A NEW REGATTA SERIES: THE 2009 SOUTHERN CARIBBEAN CIRCUIT

BY CAROL M. BAREUTHER, RD

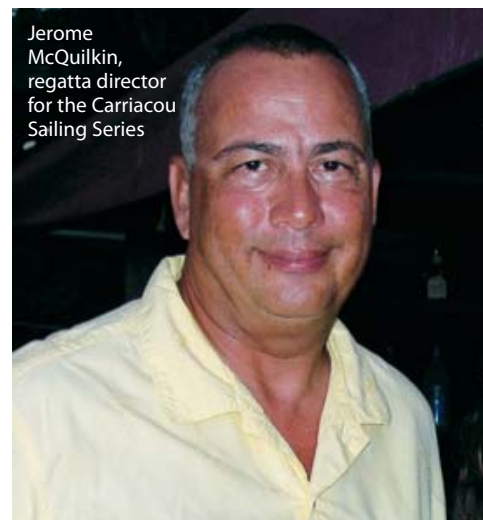
Sailors in 2009 can look forward to a new Caribbean sailing series, the Southern Caribbean Circuit, combining a trio of established regattas in Carriacou, Grenada and Tobago that will take place in January and February 2009.

Orchestrating a single regatta isn't a simple feat, much less coordinating a series. But, the regatta organizers behind the scenes of this new venture are a talented group.

HOW IT STARTED

Niki Borde, manager of the Trinidad & Tobago-based Regatta Promoters, who will put on the new Tobago Carnival Regatta February 10-14, explains how the Circuit got its start. "Tobago has hosted Angostura Tobago Sail Week for over 25 years. After a comprehensive analysis of the sailing traditions in the Caribbean, it was clear that hosting a regatta as late as May, on an island at the Southern most end of the Caribbean chain, was not working to our advantage," said Borde.

"Looking at the trends of the sailing community from Europe and North America, we recognized that we needed to find a way to lure the audience



Jerome McQuilkin, regatta director for the Carriacou Sailing Series

CHRIS GOODIER

that would normally race in the northern regattas down to our island. To that end, the idea of a Southern Caribbean Circuit was born."

Orchestrating both a regatta and a series, says Sarah Baker, organizer of the Port Louis Grenada Sailing Festival which will take place January 30-February 3, "takes flexibility and co-operation. These are two of the key elements in running regattas according to Alison Kern, who was on the original team that ran the first Grenada Sailing Festival back in 1994, and who is now spearheading the new look of the 2009 event."

Where flexibility comes in, Baker adds, "is that all organizers need to have great plans in place, but then they also need plans B through G as back up when you must cater to changing conditions and arrangements. The elements of cooperation and flexibility have come into play strongly this year in order to run with the great initiative from Trinidad & Tobago to create the Southern Caribbean Circuit.

"Once the plan was in place, it was a case of moving quickly and keeping in touch, to ensure the message was getting out there from all players. Quick and efficient communication, while at the same time all parties are moving at high speed on their individual events, has proven that it can work. Here's to a lot more boats in the southern Caribbean this winter," said Baker.



Business Machine at the 2007 Tobago Regatta

CHRIS GOODIER

Jerome McQuilkin, regatta director for the Carriacou Sailing Series, which celebrates 10 years in 2009 and is set for January 14-18, explains that sailing events and a sailing series are more than just sea, surf and sailors. "The sailing industry in the Caribbean forms part of the main larger tourism Industry which many Caribbean states rely on heavily as a source of income and employment. Our responsibilities as organizers are serious because sailors come to the Caribbean islands to take part in a sport which forms part of or all their disposable vacation time."

McQuilkin adds, "If a visitor came to your Island and had a bad experience it would have a negative impact on that place. We believe the same applies when a visitor (sailor) comes to our island to sail as part of his/her vacation. We have a responsibility to organize events professionally so our visitors leave with positive thoughts. To achieve this, we design courses that range from very challenging to very user friendly."

THE EVENTS

This year's Carriacou Sailing Series marks the beginning of the Southern Caribbean Circuit. "We are very pleased to be part of the circuit," says McQuilkin. "Carriacou in particular will put on our best show with great courses and fabulous food. Our lobster BBQ is well received by all. As one of the organizers, I consider no complaints an indication of a successful event. Most of our main committee are sailors and we always look forward to meeting friends old and new at regattas."

The 2009 Port Louis Grenada Sailing Festival, the Circuit's second leg, will have an exciting new dimension to it, says Baker, "due to Camper & Nicholson's coming on board as the new owners of the Port Louis Marina. From 2009 onwards the event will have a great new center for our visiting yachts – world-class marina facilities and dock space. The organizers will be working closely with the new sponsor to create a true 'home base' for the event over the forthcoming years."

The Tobago Carnival Regatta is the third and finale leg of the circuit. "The regatta has been transformed into a multi-dimensional event that features boats as spectacular as the large Farr 65's to the smaller and more agile Melges and J 24's as well as local and regional Bum Boats, the young Caribbean and Latin American Optimists, the impressive Kite boarders and wind surfers, creating 'A Festival of Wind!'" says Borde.

This has been no easy feat. Borde adds, "The mini regattas within the large regatta each has its own logistical aspects which need to be addressed. For example, judges, rules to suit each sport, performance time frames and equipment storage. With such large numbers of participants and guests attending the event, Customs and

Immigration issues must be taken care of before their arrival, medical services and security must be put in place as well as entertainment and other infrastructure elements that form the framework within which the event functions. Examples include transforming a beach into a regatta village, organizing the placement of markers, starter boats, press, film crews, transport and taking care of sponsors and other important personnel."

PUTTING IT ALL TOGETHER

The art of hosting a good event, sums up Borde, "is the ability to create an atmosphere where everyone, the participant and the audience, has everything they want at arms length and can move around freely and enjoy it all in a seamless fashion. What sailors in a quality regatta never realize is the amount of people in the background working tirelessly to make things happen for them without getting in their way." ☺



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Carlos Aguilar (R) gives Henry Menin (L) a high-five after winning the IC24 class at the 2003 International Rolex Regatta

DEAN BARNES

MATCH RACING ON THE RISE IN THE CARIBBEAN

Top Sailors Expected for FIRST ANNUAL CARLOS AGUILAR MEMORIAL MATCH RACE CHAMPIONSHIP

DECEMBER 5-7, 2008

BY CAROL M. BAREUTHER, RD

Six of the top women match racers in the world along with eight of the best male sailors in the Caribbean will put their sailing skills to the ultimate test in Charlotte Amalie harbor December 5 to 7, 2008, for the 1st Annual Carlos Aguilar Memorial Match Race Championship. The event will be sailed in IC24s.

Anna Tunnicliffe, 2008 Olympic Gold medal winner in the Laser Radial Class; Liz Baylis, ranked 4th in the world's women's match racing rankings; and Sandy Hayes, 2008 Rolex Women's Match winner, will be headlining the talent in the Invitational Women's Division.

Meanwhile, in the Men's Open Division, skippers will be St. Thomas' Taylor Canfield, St. Croix's Peter Stanton, the British Virgin Islands' Alec Anderson, Puerto Rico's Efrain 'Fraitio' Lugo, St. Maarten's Frits Bus, St. Lucia's Mike Green, Trinidad's Paul Amon, and St. Thomas' Chris Curreri helming a team of sailors from El Salvador, Aguilar's native country.

"This will be our first time sailing an IC24 following our first time sailing a J24 in St Lucia," says Trinidad's Amon. "I am looking forward to seeing how the boats compare and to racing against some of the other great names from the Caribbean and away."

The BVI's Anderson adds, "I'm really happy to be invited. Match racing is something I enjoy because of its demand on the rules and teamwork. I plan on putting a good BVI team

together so we should be pretty competitive."

Match racing pits one boat against another in close competition on a short course near to shore, in this case Charlotte Amalie's harbor. On-the-water umpires will make instant calls and enforce the rules. The result will be some very exciting racing up and down the waterfront. There will also be a commentator narrating the action.

The event's namesake, Carlos Aguilar, who was killed in 2007, was an avid match racer himself and used every opportunity to encourage others, especially young sailors, to follow in the sport.

"We're committed to leading match racing in the Caribbean," says regatta organizer and host St. Thomas Yacht Club (STYC) manager, Bill Canfield, of this Caribbean Sailing Association-sanctioned event. "We intend to make this event an annual affair, make it more international and model it after U.S. Sailing's Bermuda Gold Cup."

America's Cup Sailor, Olympic Silver Medalist, former number one ranked match racer, and U.S. Virgin Islands' native son Peter Holmberg, will be running clinics prior to the event to boost skill levels.

The event's NOR (Notice of Race) is available on the STYC website (www.styc.net). For more information about the 1st Annual Carlos Aguilar Memorial Match Race Championship, contact Bill Canfield at styc@vipowernet.net or 340-775-6320. ☺

Match racing isn't a new event in the Caribbean. For example, the St. Thomas Yacht Club organized the Marriott Frenchman's Reef International Match Race – the first Grade One international match race to be held within the Caribbean – in 1997 and again in 1998. St. Lucia and St. Croix are among islands that have also hosted match-racing events.

What is new is the renewed interest in this form of racing throughout the island chain. Last month, for example, St. Lucia hosted its BMW J/24 Invitational.

"We hope in 2009 to change this into a fully fledged match racing event with judges and a graded points on the world tour," says organizer, Michael Green.

The 2009 St. Maarten Heineken Regatta will run its first-ever match racing event, The Budget Marine Match Racing Cup, on March 3.

"Sponsoring match racing is a great opportunity for Budget Marine to promote new and exciting forms of racing to the Caribbean," says company founder and Heineken Cup pioneer, Robbie Ferron.

The Budget Marine Match Racing Cup will capitalize on the presence of the many top-level sailors that are often present to crew the big boats. The event will be open to 6 teams on an invitation basis. A \$5,000 USD first prize will go to the winners. The racing will take place in Jeanneau 20 boats with three-man crew in the Simpson Bay lagoon. This will make it possible for the early arrivals and the boat crews to watch the racing from their dinghies. For more information or to request an invitation, contact director@heinekenregatta.com.

In the future, avid sailor and owner of Trinidad's Soca Sails, Paul Amon, says, "I think we will see both more match racing as well as more fleet racing in the Caribbean. It really is an equalizer to sail in one-design boats and definitely pits crews together. I think these types of racing will become more popular since crews only need to arrive with themselves and not with their boats. The popularity would be even more greatly increased if we could transport the boats easily from regatta to regatta so that a core number of boats could compliment the home regatta boats to make a larger fleet and allow for chartering in those regattas."

Confusion with Words

What is the nautical meaning of mast step? It's actually on the basic sailing written test and it doesn't mean the steps going up the mast to reach the top (logical answer); it means the place where the mast rests, either on the keel or on the cabin top (illogical answer and a question examiners use to frighten sailing students right from the start).

One of the very first things on any instructor's curriculum is the terminology. Facing forward the right side is starboard the left is port.

New student: "Port is left, right?"

Instructor: "Right."

Instructor: "No, no you're turning the wrong way."

Student: "You said right."

Instructor: "Port is left, OK?"

Student: "Left is port, right. So starboard is left, right?"

Instructor: "Well which hand do you write with?"

Student: "I'm left handed so I write with my left."

Sometimes it goes on for ages. There are strange words that come into the lingo – like gooseneck, the hinged connection that joins boom to mast, oddly logical when you think about it. But then there are confusing words like gollywobbler. No it's not a politician just before election time; it's actually the name of a sail.

Crew members often get names too. Once, on an offshore passage, Charlie was unofficially named 'While-yor-there.' Every time he went below he heard, "While you're there." Demands for food, drinks, sandwiches...you name it, seemed

never ending. To avoid this he reverted to sneaking down the forward hatch instead of the companionway and then quietly making his way to the galley undetected.

The companionway, of course, should never be blocked because unrestricted access to below may be needed in a hurry, "Only a\$#@%* and admirals can stand there," informs Charlie. "And since no-one here is an admiral and no one wants to be an a\$#@%* ... get the idea." A snatchblock is the name of a mobile block that can be used, or snatched from one location to be used in another. It does not apply to a female who is obstructing the companionway, as Charlie was once told in no uncertain terms by one of his students of the fairer sex just before he got a glass of ice water full in the face. Who would ever want to be a sailing instructor!!!? ☹



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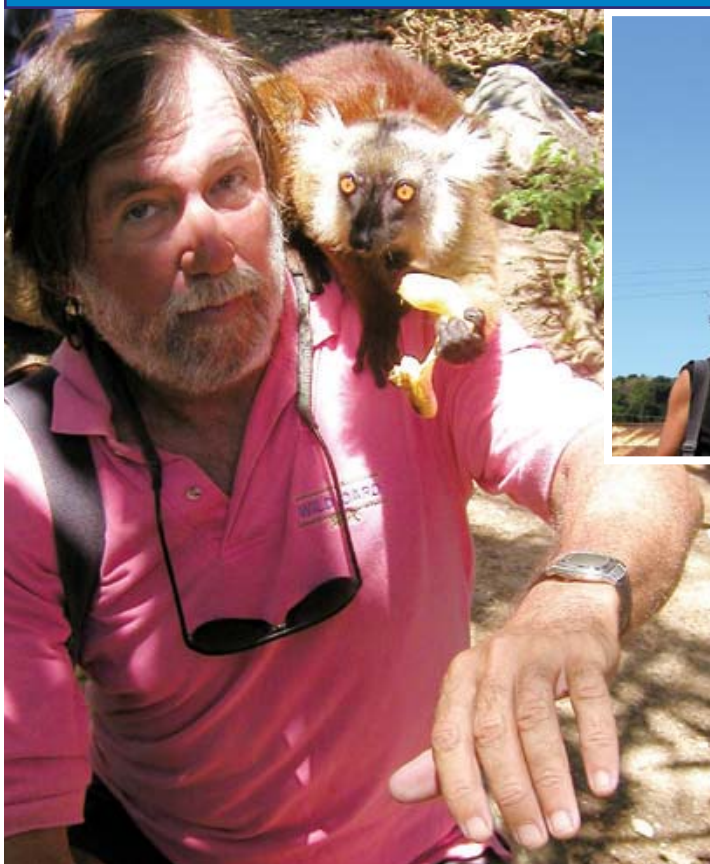
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bums of the Indian Ocean

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Each ocean offers distinctly different Venus Flytraps for wayward sailors. Yes, it's true—regardless of whether you sail the Atlantic, Pacific or Indian oceans, there's always certain 'sticky' harbors which are easier to sail into than out of.



turkey (not Wild Turkey!), I asked my wife Carolyn, "... Who is the foxy 18 year-old chick in the skimpy bikini sitting next to you?" and she replied curtly, "Our daughter."

Let's face it: thousands of 'around the world' voyages which started in the Caribbean—have never actually gotten around to leaving it. And why should

I know it is hard to believe, but the Indian Ocean has nearly as many harbors of refuge for refuse as the Caribbean.

I sailed into Gustavia harbor (St. Barths, FWI) and stumbled ashore into Le Select during the late 1970's—and didn't sober up until... well, after the millennium.

From what little I remember, it was fun.

Yes, I'd been pie-eyed drunk for so long I'd forgotten how to focus on reality. This was driven home to me when, after a few weeks of cold

they? Isn't it rough enough in the Anegada Passage or between Grenada and Trinidad?

Why search further afield for sea-going abuse? With the internet today, it is so easy to 'cut & paste' exotic harbor photographs from around the world—and then painlessly Photoshop your vessel into them. Isn't this far more comfortable than beating to windward? Why put the wear & tear on your boat—when plagiarizing a few pithy 'man-against-the-sea' sentences from a distance cruising blog is so easy?

Georgetown, Exumas, Bahamas, is, of course, the most famous Chicken Harbor on the planet. There are almost a thousand East Coast vessels stacked up there each season—with their trembling skippers dreadfully worried that if they continue southward they'd be eaten by sea monsters or, worst, have their masthead WiFi antennas damaged in a gale.

"It's not worth it," one wise skipper from Alabama whispered to me. "I was planning on sailing down to Trinidad—but I think I'll just watch the Carnival on YouTube instead... did you know Stocking Island is now broadbanded?"

That is good news, eh?

Mexico runs a close second—but Mount Gay-addicted Caribbean sailors have to demonstrate their flexibility by immediately switching to tequila.

"Hey, I'm a citizen of the world," one tipsy sailor belched at me in Puerto La Cruz, "If I sail to Russia, I'll chug-a-lug vodka... what's that new international cruising slogan, 'Sail Globally, drink locally?'"

In Tahiti the hot sailor's spot used to be Quinn's bar (the brothel/hotel was upstairs) on Papeete's waterfront. A lot of Pacific cruisers were forced to 'hole up' there for weather. "Zeeees true," Freddy DeFrogg once told me, "We have been... how you say, RAKED by zee rhum squalls, no? I mean, there is a stationary drunk front hovering over the Societies... it has been here at least 151 dazes... er, days."

Later it dawned on me that he'd been 'waiting for a weather window' a long time when I told him I'd recently been in France, and he asked, "How's DeGaulle?"

Bora Bora is, believe it or not, more bizarre: even the blood-splattered winos in the park daintily sniff their corks.

Fiji is currently a popular international destination for the cruiser-boozier set. "I really enjoy being around cannibals while I cook my liver," one Musket Cove sailor told me last year.

That sounds sensible.

But *Wild Card*—our ocean-weary, 38 foot, \$3,000 sloop—is currently, once again, in the Indian Ocean. This is the strangest ocean of all. First off, it is completely, utterly mis-named. Everywhere I go, I ask all the dark-skinned people I meet, "Apache? Mohawk? Navajo?" and it is obvious they've never even heard of Indians! Nor does the word 'firewater' get a response.

At first I thought it was a language problem so I pantomimed some traditional cultural pastimes... like scalping, for instance... alas, nothing! But I didn't give up easy. "All red people raise your hands," I shouted. Zero did. "...white man speak with forked tongue!" didn't even get a smile out of the puzzled Asians.

The good news is that the Indian Ocean has something which the other oceans don't: the monsoon.

Yes, the monsoon really exists. I thought (before I sailed around the world the first time) that it was just a rainy invention of Bollywood to allow the prominent display of the nipples of the Hindu female movie stars—but I was wrong.

The science is obscure, yes, but take my sterling word for it: the northern Indian Ocean has a sort of 'tradewind' which reverses every six months. What does this mean, in a practical way, to the Indian Ocean sailor? Well, it means that there is no bar in the entire ocean which isn't downwind of the bar you are currently in!

Let's put this in terms a Caribbean sailor can understand: the reason sailors drinking at Le Select don't usually drink at Skinny's in Coral Bay, St. John is because they couldn't easily get back. It would be to windward. However, imagine if the Nor'east trades reversed every six months—that would really mix up the bar stools of the Caribbean, wouldn't it?

Indeed.

So the guy in Thailand with a \$2/hour 'short-time' girlfriend can easily get to Madagascar... where the girls are much cheaper. And when (not if) he wears out his welcome there, he can then sail back to Phuket (pronounced phonetically, the name is a reflection of its licentious character) and still be sailing 'downhill' both ways, on all levels.

This situation isn't inherently sexist: Bali offers the Kuda Beach Cowboys... male 'companions' which hang prettily on the arms of fat vacationing German women—most of which are lonely, desperate school teachers. It is funny to see their 'beach boys' cling to them while whining, "Buy me a Rolex watch, babe... buy me some shoes, buy me a surfboard..."

The women are cool-with-it. "I like it here," one confided to me. "It is an honest, upfront place. You can rent a reasonably-priced car, a room and boyfriend... what could be nicer for a mature Euro-babe with more money than time?"

Of course, Madagascar is much more primitive than Thailand. For example, they don't even know to call me 'Cheap Charlie' in Hellville—yes, that's really the name of its capitol city... who could dream up such a scary, accurate, appropriate label?

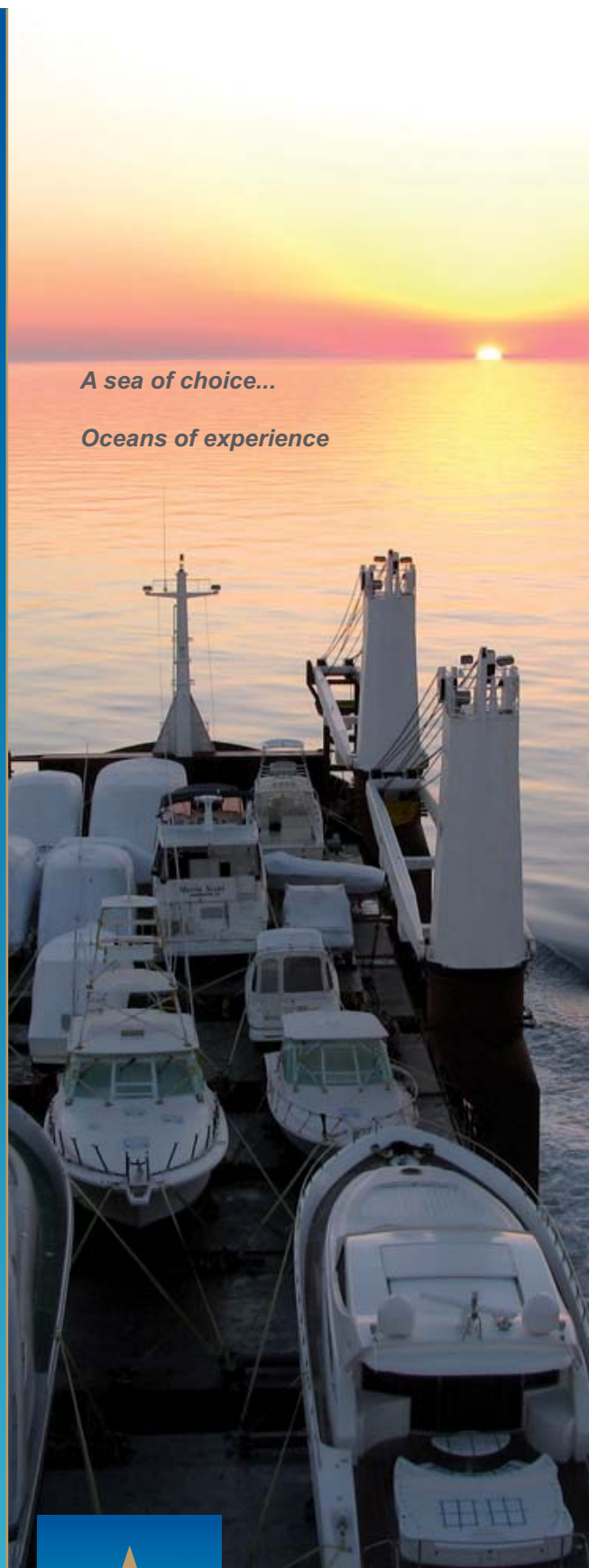
Anything else a cruising sailor should know about thriving and/or surviving in Madagascar? Well, sure. Bring plenty of new empty fuel jugs to 'decant' the local 'buck-a-quart' 151 or 200 proof (your choice, depending on preferred rate-of-suicide) rum into. If you're on a health kick, toss some local fruit into the jugs—they're nice to look at while you drown.

Of course, even heaven has some dark clouds. This applies to the Indian Ocean as well. Avoid the... er, Somalia Coast Guard. (I'd love to find the bastard who gave 'em those three Johnny Depp movies!) Ditto Diego Garcia, where they're even more heavily armed. Don't go to Burma: I don't believe in coddling religious people but using the local Buddhist monks for target practice seems, well, intolerant. I, personally, find the 24/7 carols of Christmas Island irritating. Sri Lanka is fine place to be eaten by Tamil tigers. And don't go to Jakarta to refresh your wardrobe—all the sturdy green vests they offer have lots of unfashionable pockets!

Yes, the world is a wide and wondrous place. And, despite all our modern advances, where ever we go, well, there we are. Or as my wife Carolyn puts it with a rueful smile, "We've sailed to plenty of exotic cruising destinations—but we've never sailed anywhere that my husband couldn't make a fool of myself!" 🙄

Editor's note: Cap'n Fatty Goodlander lives aboard Wild Card with his wife Carolyn and cruises throughout the world. He is the author of "Chasing the Horizon" by American Paradise Publishing, "Seadogs, Clowns and Gypsies" and "The Collected Fat." The crew of Wild Card continues to ping-pong between Thailand and Malaysia. For more Fat-flashes, see fattygoodlander.com.

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MORE GROG, less slog

How money and marine infrastructure in the Dominican Republic is taking the pain out of Florida-Caribbean passages

BY PETER SWANSON



ABOVE: Cap Cana
LEFT: Punta Cana

RIGHT: Cruising grounds near Puerto Bahia in Samana, part of the Los Haiteses National Park



Since Christopher Columbus first transited the North Coast of the Dominican Republic in 1493, mariners have dreaded its 300 miles of relentlessly contrary winds, waves and currents. Twentieth century yachtsmen, also facing a near total absence of attractive refueling options, dubbed the route from the Bahamas to the Virgin Islands “the thorny path to windward.”

The opening of Ocean World Marina in Puerto Plata in late 2006 marked the beginning of a new era. With two additional marinas coming on line in the D.R. between Ocean World and Puerto Rico, voyages will be easier and safer for smaller vessels. For the first time, the big boat crowd will have secure berths from which to explore the D.R.'s growing list of attractions.

Until Ocean World, the only shelter on the North Coast was Luperon Harbor, an excellent hurricane-holesheltering between 70 and 120 foreign vessels on any given day of the year. Luperon has two rustic marinas, but refueling must be accomplished either through a small-capacity fuel barge or by truck at the concrete commercial wharf. The area's restaurants and attractions are modest; the harbor's social life revolves around sailboat cruisers with their predisposition for happy hours, potluck suppers and movie nights at the bar.

Coming from Florida, most megayachts have the range to reach Puerto Rico, so they skip the D.R. altogether.

Ludwig Meister and his money have begun to change that. Ocean World, near the city of Puerto Plata, is a destination in itself with a world-class marine theme park—including Meister's signature swim-with-the-dolphins attraction—and an exotic Vegas-style casino and floorshow.

Whatever logic lay behind Meister's choice of a site, it did not include a natural harbor, so Meister

moved mountains to make one, if you consider the massive stone breakwaters enclosing the aquarium and marina. The complex cost \$100 million to build, and its 104-slip marina provides berths for vessels of up to 250 feet.

Ocean World was only a partial solution to the thorny-path dilemma, however. Between there and Puerto Rico lie 225 miles of unfriendly ocean, including the formidable Mona Passage. The smaller and slower the boat, the bigger the “weather window” required to make that passage, which explains why so many sailboats sit for weeks in Luperon waiting for a lull. Additional marinas along the route will allow mariners to take advantage of short periods of calm and keep moving, not mention giving them options for refueling.

One of the most ideally suited places for another marina is at Samana Bay near the port city of Santa Barbara de Samana. Samana, with its sheltered harbor, is only 140 miles from Puerto Rico, but as a stopover it is a mixed blessing. Local fishing craft fill Samana's concrete docks, so vessels in transit usually anchor out.

Puerto Bahia, a marina scheduled to open in March, promises an entirely different atmosphere—



Puerto Bahia Samana Bay

prove an exception to the rule; he sees the bay becoming a self-contained cruising ground like the Virgin Islands.

Indeed, the 1,000-square-mile body of water has all the right stuff. Reasonably protected from ocean swell, it is ringed with sugar beaches and the shore at Los Haitises national park is a gunkholer's paradise of islands and creeks. Humpback whales winter in Samana Bay to mate and give birth—one of the greatest shows on earth.

Puerto Bahia's location includes a couple bonuses. Samana used to be the D.R.'s most isolated region but a just-opened highway to Santo Domingo means the capital is just two hours away. It is also just a 40-minute ride to Las Terranas, a beachside village that has become a virtual French colony—Parisian cuisine in a Tahitian setting.

A third new marina on the eastern tip of the Dominican Republic is well sited to divide the Samana-Puerto Rico passage into two easy trips, while offering all the attractions of a major international resort. It's 80 miles from Samana to Cap Cana Marina; and from Cap Cana to Mayaguez, it is just 65 miles further. This is about the narrowest crossing of the Mona Passage, a notoriously rough body of water. From here even slow power can wait for calm and make the crossing in a single day.

Cap Cana's marina is in its first phase—81 slips from 30 to 250 feet. Transient vessels with drafts of up to 7 feet are currently being accepted, according to Marina Manager Lawrence Boswell. After dredging, Boswell said, the finished channel will be 200 feet wide and 18 feet deep. Plans call for the marina's eventual expansion to 1,000 slips, which would make it the biggest in the Caribbean.

One more point: A persistent Captain's complaint about the Dominican Republic centers on vessel clearance procedures—that the variety of fees is confusing and officials ask for payoffs. While corrupt officials are surely in the minority, in recognition of the problem, each of these high-end marinas features on-site Customs and Immigration and other clearance procedures.

Suggested reading if you make this passage: "The Thornless Path: A Gentleman's Guide to Passages South" by Bruce Van Sant. Marinas at Ocean World, Puerto Bahia and Cap Cana offer attractive features—and taken together, they dare finally letting us cruise this daunting coast like gentlemen. ☺

Peter Swanson is a marine journalist that usually writes about the Greater Antilles. He operates a website www.cubacruising.net, anticipating that the ban that prevents U.S. citizens and their yachts from visiting Cuba will soon end.

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Puerto Rican Catamaran Sailors Compete and Celebrate in California

BY LYNN FITZPATRICK



LYNN FITZPATRICK

Left to right: Pedro Colon, Monica Cabrera, Carla and Enrique

Multihull sailors, Enrique Figueroa and his wife, Carla Malatrosi, left the Caribbean to celebrate their 12th wedding anniversary. Figueroa competed in the A-Class Catamaran North American Championships in Santa Cruz, California and immediately afterward the couple sailed in Hobie 40th Anniversary Regatta in Dana Point, California.

Figueroa and Jorge Hernandez' Olympic training partners in the Tornado encouraged Figueroa to compete in the A-Class Catamaran North American Championship in Santa Cruz, CA, which took place in early October. "A lot of my friends in the Tornado Class have been sailing in the A-Cats and have been telling me for a long time how much fun the boats are," said Figueroa.

Figueroa adapted to California's cold water and the single-handed A-Cat in no time and moved through the fleet in the 11-race series to finish seventh. Malatrosi relaxed onshore and explored the beaches, bluffs and eclectic coastal villages around Santa Cruz, Monterey and San Francisco, California. Both then made preparations to head south to Dana Point, California so that the 2002, 2005 and 2006 Hobie 16 North American Champions could come out of retirement and join the Hobie reunion.

In Dana Point, Figueroa and Malatrosi found themselves in the company of numerous World, Hemispheric and National Hobie champions including Hobie Alter Jr., Paul and Mary Ann Hess, and Jim Sadjak. At Friday night's reception at the Dana Point Yacht Club, over 350 Hobie sailors and their friends and families celebrated a six-person regatta that took place off of Wayne Shafer's Dana Beach home 40 years earlier.

Shafer, who turns 80 in four months, and donned a wetsuit to sail a Hobie 14 in the regatta, had no idea of the worldwide craze that he and his friends, Hobie Alter, Sharon Alter, Sandy Banks and Bobby Patterson had started.

Breakfasts, paddleboard races, volleyball, kayaking, barbecues, a band, raffles, videos, a Hobie legends presentation and some light air sailing kept everybody busy from Friday afternoon until well after the trophies were awarded on Sunday evening.

Figueroa and Malatrosi also spent time with Pedro Colon and Monica Cabrera from San Juan. Said Figueroa, "I haven't seen some of these people in 20 years. It's not because they don't sail anymore. It's just that many of them don't leave California."

Colon crewed for Figueroa in the Tornado in the Sydney 2000, and as he surveyed over 100 Hobie Cats hundreds of sailors and surfers on the sunny southern California beach, he said, "From the bottom of my heart, I'm a Hobie sailor."

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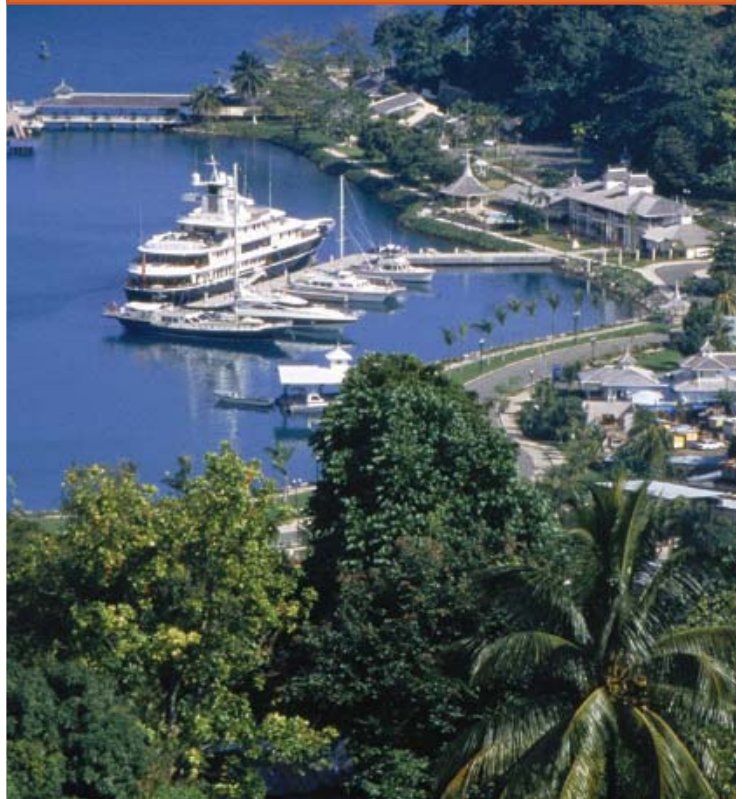
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UNEXPECTED OMAR Harasses Northern Leeward Islands

BY CHRIS GOODIER

A popular day sail boat destroyed means lost livelihood going into winter season



DIANE HAYES

As carefree Virgin Islanders enjoyed mid-October weekend races and picnics, relaxing after 2008's quiet hurricane season neared its conclusion, Tropical Depression 15 crept onto the radar screen near Bonaire and barreled north rapidly, gaining strength across the open sea.

The night of Wednesday, October 15, Hurricane Omar pounced on the island of St. Croix, a Category Three storm that damaged, sank or submerged at least 47 boats.

Forty miles to the northwest, St. Thomas Yacht Club Manager Bill Canfield had notified members on Monday before the storm hit that TS Omar was strengthening and the club was closing its mooring field—all boats had to leave. He quickly assembled a work party to bring furniture inside, secure the club property and put up shutters. "The club came through fine," reported Canfield.

"We were all very lucky not to be living through a (hurricane) Marilyn nightmare tonight," reported *All at Sea* correspondent Lynda Lohr, who lives in Coral Bay on St. John, and spent the next day putting plants and furniture back outside.

Omar reportedly had little effect on the British Virgin Islands. "Hardly a leaf off a tree here, no boats down, maybe a few galvanized roofs, I doubt we saw more than 40 sustained," said Richard Wooldridge.

However, the October surprise closed roads and caused power outages and flooding further east on Anguilla, St. Maarten and even Antigua. The St. Maarten Yacht Club was forced to postpone its annual Optimist Open Championships schedule for October 18 until November, and Antigua saw big swells that caused flooding and road damage on the west end.

"Here in Antigua, we had 6.6 inches of rain in one and one-half hours," reported *All at Sea* correspondent Gilly Gobinet, "and we were 200 miles away from the hurricane!" Festus Isaacs at Antigua's Jolly Harbour Marina reported winds up to 50 miles per hour.

"Jolly Harbour survived Hurricane Omar and our new docks are on schedule," said Isaacs. "There were no damages to the 220 boats stored at the Jolly Harbour Boatyard facility." Isaacs gives credit to the boatyard them, "whose expertise and experience of packing and securing customers' boats ensures maximum protection against this type of weather." Work continues on the extension and replacement of new docks in the marina. "The exciting new facility will be available for the upcoming season as planned," advised Isaacs.

St. Croix's boating community drew the brunt of Omar's stealthy wrath in the region. Of the 47 affected boats, a total of 33 were in the Christiansted harbor, 11 near the St. Croix Yacht Club, one in the vicinity of Cotton Valley and two near Salt River, according to a Government House report.

Diane Given-Hayes is a St. Croix artist who lives aboard *Frolic*, a restored former Navy Yawl (see article in www.allatsea.net archives, March 2008 issue.) Hayes was one of the lucky ones whose boat made it through unscathed on its harbor mooring, thanks to the small, extra "lunch anchor" Joe McCants added as they went ashore before the storm hit.

"*Frolic* came through without a scratch, but we were only hanging on by 1/2 inch line with a 20 lb anchor—the anchor we usually only use at Buck Island, but Joe tossed it out almost as an afterthought, with lots of line, just before he left the boat," Givens emailed friends after the storm.

Kim and Rob Jones at Jones Maritime reportedly got all the boats off their dock in downtown Christiansted before the storm hit, and their dock survived. Others on the waterfront



DIANE HAYES

who did not outrace the fast-moving storm in time did not fare well.

"The Silver Bay dock, to the east of Jones, did not get all the sports fisher boats off and two or three went through the middle of the dock, and then sank, after cutting the dock in half," reported Julie San Martin, Director of the St. Croix Regatta. "Down at the National Park end, *Daydreamer* (the Buck Island trimaran) is trashed, along with three or four other boats."

Fortunately, most other damage on the island was limited to downed power lines and uprooted foliage, primarily on the east end. "It was a category three, but went by about 30 miles south east doing 20 mph—that saved us!" said San Martin. The island's airport was reopened the day after the storm and communications were quickly restored.

About a dozen boats belonging to St. Croix Yacht Club members were flipped or sunk, including two large cats and some small boats owned by the club itself.

"The Rhodes 19s did not do well—there was not enough time to haul them and it looked like several were sunk at their moorings. Ashore, things went much better—looked like all the club one designs came through well, as did the lockers and most of the boats on the racks," said San Martin, after a first viewing of the club property.

Despite some damage to its landscaping and docks, San Martin reports the good news—all will be back in shape in plenty of time for the St. Croix International Regatta in February. 🌀

Chris Goodier is the editorial director of All at Sea. Her freelance articles and photographs have appeared in numerous other publications including Caribbean Travel & Life and Caribbean Meetings & Events.

PHOTO COURTESY OF FESTUS ISAAC



Post-Omar at Antigua's Jolly Harbour Marina, no damage done and new dock construction is finishing right on schedule

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ST. THOMAS YACHT CLUB HOSTS COLUMBUS DAY REGATTA 2008

Beating out the unexpected Hurricane Omar by a few days, St. Thomas Yacht Club hosted its annual Columbus Day Regatta October 11-12, 2008 and enjoyed the largest turnout ever for this event, with more than fifty entrants sailing in Optimists, Lasers and Club 420s. Sailors from all three U.S. Virgin Islands and the BVI competed in a variety of conditions. Winds were brisk at times as squalls came through, followed by periods of very light winds until the wind filled in again.

BELOW: Left to right, BVI sailors Barney Knockolds, Nathan Haycraft, David Hirst (seated), Ryan Wooldridge and Jason Putley



RIGHT: Victorious Club 420 sailors Billy Gibbons (St. Croix) and Tyler Rice (St. Thomas)



RICHARD WOOLDRIDGE

"The race committee did a great job of keeping the racing fun and safe, especially for the beginner sailors, known as the Green Fleet in the Optimists, some of whom were sailing in their first regatta," reported St. Croix's Sue Gibbons.

The committee was also pleased to see so many sailors in the Club 420 class, which saw 12 teams competing, according to Gibbons. "Many of the 420 sailors compete on their high school sailing team and many have recently graduated out of the Optimist class into the bigger two-man boat. In fact, in a good showing of inter-island camaraderie, the winning team in the 420 was comprised of a sailor from St. Thomas and a sailor from St. Croix."

The adults joined in the fun too by sailing in the Lasers. There were a number of women competing in the 4.7 and Radial preparing for the Ladies Regatta and Tennis Tournament, which was scheduled to follow at the St. Thomas Yacht Club the weekend of November 8-9, 2008.

"Emma Paull convincingly won the laser radial class and gave the standard rigs a beating on Sunday winning all the races. She was also first lady helm," reported BVI's Richard Wooldridge.

The BVI team loaded up a large catamaran, *Wild Thing*, with five Optimists and a laser and sailed over to St. Thomas to participate. Since racing ended just after midday Sunday due to increasing winds and squalls, the team had an opportunity to attend the prize-giving before making the long haul back.

In the Optimist Green fleet the BVI swept the board and Ryan Wooldridge took the top spot with David Hirst and Barney Knockold close behind. "There are no prizes or medals in the green fleet. It is generally considered that these young sailors are cutting their teeth and if it's prizes they are after... it's time to move up to the white fleet!" reported Richard Wooldridge.

BVI's Jason Putley won first place in the White Fleet, and a medal.

"He actually placed second overall taking in the Blue and Red fleets. The Red, White and Blue Optimist fleets sail the same course," said Wooldridge.

"In the Optimist Blue fleet Mollie Donavon came third and was the top girl overall. Jonathon Woods was 4th just behind her."

On the adult side, Robbie Hirst did enough scoring in the first day to score second overall in the full size Lasers. On Sunday he helped BVI Coach Chris Watters look after the fleet in the fresh conditions.

"Robbie wasn't too keen on the prospect of a day's hard hiking out!" reported Wooldridge. "Alec Anderson teamed up with DonTae Hodge in the 420s. There were 12 racing and crews had to rotate around the boats to ensure parity. Things were looking promising when the young Islanders notched two bullets on the first day. However, a disappointing Sunday left them back in seventh place overall!"

BVI's tired, young sailors trooped back onboard *Wild Thing* for the long haul back to the BVI. "It was so squally they managed to watch two movies during the 4 hour trip!" said Wooldridge.

SUE GIBBONS

RESULTS

Optimist Green Fleet – Ryan Woodridge (BVI)
 Optimist White Fleet – Jason Putney (BVI)
 Optimist Blue Fleet – Addison Hackstaff (St. Thomas)
 Optimist Red Fleet – Kyle Brego (St. Thomas/St. John)
 Optimist Overall – Addison Hackstaff (St. Thomas)

Lasers 4.7 – Karen Rice (St. Thomas)
 Lasers Radial – Emma Paul (BVI)
 Lasers Standard – Mark Vanden Driessche (St. Thomas)

Club 420 – Tyler Rice (St. Thomas) and Billy Gibbons (St. Croix)

Consolidated from onsite reports submitted from St. Thomas by Sue Gibbons (St. Croix) and Richard Wooldridge (BVI).

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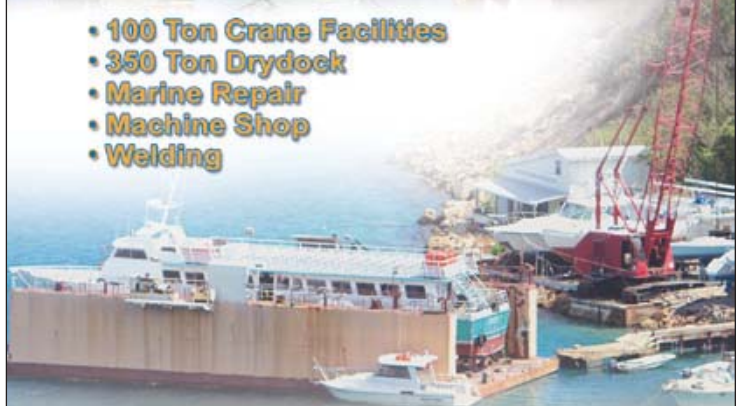


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St. Thomas Sailors Win the Respect of the Best in the U.S.

Left to right, Cy Thompson, Nate Rosenberg and Taylor Canfield



At late September's U.S. National Match Racing Championship held at Seawanhaka Corinthian Yacht Club in Oyster Bay, New York, it appeared to be a choice between previous year's champions, Dave Dellenbaugh, Dave Perry or Brian Angel on who would take home the 2008 championship.

Three young collegiate sailors from St. Thomas Yacht Club, Taylor Canfield, Nathan Rosenberg and Cy Thompson, decided to crash the party. By the end of the event, they had won the respect of competitors, umpires, and

all others present by qualifying to sail in the final four against some of the biggest names in US match racing.

The regatta began with 25 kt winds and heavy rain for the first two days but our local sailors braved the weather and in their first race, sailing in a boat they were unfamiliar with, beat Dave Dellenbaugh, four time America's Cup skipper, right out of the box.

At the end of three days and 19 races sailed it came down to the point they had to beat both Brian Angel, 2007 champion, Dave Perry, 2006 championship and another top contender to make the finals. The wind had dropped a bit and our local sailors had a new confidence level now being comfortable in the boat, so they went out and won all three races after most pundits had crossed them off their lists as possible finalists.


Unfortunately the final day of racing was called off as the wind dropped to nothing and the Long Island Sound became a milk pond so the semis and finals could not be completed. The St. Thomas Yacht Club team was the last to qualify so they ended the event in fourth place with Dave Perry from New York being named the winner.

At the awards ceremony the biggest applause was for the young team from St. Thomas who really were not considered a threat at the beginning of the sailing.

This event, called the Prince of Wales Trophy, is only open to 12 skippers from across the entire United States with eight qualifying through area quarter and semi-finals and four being chosen by submitted resume.

The VI team had to do it through the extremely competitive northeast and mid Atlantic areas. They started off very powerfully by going 15 – 0 at Larchmont YC to win the quarters in May and then on to Annapolis in June where an 11 – 3 record won the semis against teams with years and years of match racing experience. This win made them the East Coast's entry into the finals to be sailed in Oyster Bay.

Taylor Canfield, the skipper, was asked what motivated himself and his crew to come on so strongly during the last few races. He first mentioned that he, Nathan and Cy had been racing together for so long and winning at the junior level that it was just the natural thing for them to do.

He also mentioned Carlos Aguilar, who was killed just a year ago by his St. Thomas home, saying "He was a mentor to me and many other young St. Thomas sailors and he introduced me to match racing and made me see the complexity of this type of sailing. A lot of what I do today is dedicated to my friend Carlos." 

Article and photos courtesy of Jessica Rosenberg

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Bride of Frankenstein or Sailboat Race?

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Pam Edwards - Special Mention - at the start



Pam Edwards - Special Mention

GUY ELDRIDGE



Becky Paull-Rowlette - 1st Place Racing Class after finishing

DICK SCHOONOVER

The earth shook, the lightning flashed, the thunder roared – it must be time for the annual Virgin's Cup race to the *Willy T*. It seemed only appropriate on Saturday, October 11 that the Racing Class was won by a boat exhumed from the grave and bedecked with dancing skeletons. Becky Paull-Rowlette steered a *Willy T* logo'd Olson 30 between rainsqualls and past the opposition to win line honours and on corrected time, while in Cruising Class Susan Demers teamed up with Ulla Gotfredsen aboard the *Hughes 38 Second Nature* to defeat a varied field.

The race is sponsored every year by the *William Thornton* floating bar/restaurant in honour of the Territory's patron saint, Saint Ursula, who according to legend perished with 11,000 virginal handmaidens at the hands of the Huns at the siege of Cologne in the 4th Century. It is a requirement that each boat be captained by a woman.

The event traditionally marks the beginning of sailing season in the islands, and is often accompanied by rainy squally weather. It lived up to its reputation as a thunderstorm rumbled past prior to the start and sucked out all the wind, necessitating a brief postponement by Royal BVI Yacht Club Race Officer Dick Schoonover and his team aboard the committee boat, kindly donated by King Charters. The wind rapidly filled back in, building to a stiff 20 knot plus southeasterly and Schoonover wasted no time in sending the fleet on their way.

The start of the cruising class saw some confusion with a number of new entrants unused to racing, but Demers & Gotfredsen got away cleanly as did Mary Stooft at the helm of the Cal 40 *Rascal*. Five minutes later the racing fleet started, with Jules Deakin aboard the IC 24 *Latitude 19* and Liza Appleby/Jennifer Deacon at the helm of the First 10R *Luxury Girl* taking the pin end on port tack crossing the fleet. Both fleets raced to Dead Chest and separated, with the cruisers taking a more direct route along Peter Island to Pelican and the finish while the racers set off on a long spinnaker reach back towards Sea Cow's Bay before being able to turn for their destination.

Luxury Girl led the racing fleet to Dead Chest, with the *Willy T* race boat (Becky Paull-Rowlette) hot on her heels. Paull-Rowlette was able to steer a closer line around the island and caught the wind at the edge of a passing squall to build an insurmountable lead on the next leg, pushing *Luxury Girl* back to second place. Pam Nolan at the helm of the J33 *Boomerang* gamely chased but were unable to recover from a flawed start to catch the leaders. In the cruising class Jacqueline Weeks aboard a Moorings Leopard 45 Cat showed great speed to take line honours but dropped to third after the handicaps were applied, with *Second Nature* claiming the win followed by *Rascal*.

At the prizegiving aboard the *William Thornton*, proprietor Ewan Anderson handed out Goslings Black Seal rum to the winners and noted that it had been the best attended Yacht Club race of 2008. Dr. Robin Tattersall made a special presentation to Pam Edwards, whose husband Anthony had recently passed away and who was racing for the first time since both had lost their boats in Hurricane Hugo. ☹️



Becky Paull-Rowlette - 1st Place Racing Class

GUY ELDRIDGE



Susan Demers & Ulla Gotfredsen - 1st Place Cruising approaching the finish

DICK SCHOONOVER



Susan Demers & Ulla Gotfredsen - 1st Place Cruising

GUY ELDRIDGE

Race report submitted by Guy Eldridge

TEAM BMOBILE TAKES GAME, SET AND MATCH at Pete Sheals Match Racing Championships



Team Bmobile in action



Team Bmobile took home first place

Colin Rathbun and his Team BMobile showed the rest of the field a clean pair of heels on the water the weekend of October 3 as the Royal BVI Yacht Club staged the BVI Match Racing Championships, held annually for the Pete Sheals Memorial Trophy.

Sailed in evenly matched IC24 boats, the event format involves a series of short races with just two boats in each race, in the same manner as the America's Cup. A round robin where each competitor sails against the other entrants is

followed by a semi-final best two of three races and a final best three of five.

This differs from the usual fleet racing where all boats compete at the same time and encourages much more aggression in hunting and controlling an opponent, requiring a detailed understanding of the rules and special tactics of this form of the sport.

Five teams turned out for the races set off the entrance to Road Harbour. At the conclusion of the round robin stage a team hastily assembled on the day by Yacht Club instructor Will Ashley paid the price of inexperience and were eliminated. Team BMobile, skippered by Colin Rathbun, convincingly won all their round robin matches and selected Emma Paull as their opponent for the first semifinal. Team BMobile were able to win two races in a row convincingly to advance to the final round.


In the other semifinal, Kevin Wrigley's Quantum Racing team had much closer racing against the Wee Petes, a youth squad assembled by young Laser star Alec Anderson.

Anderson was able to get controlling positions before the starts but couldn't quite make it stick, and showed flashes of speed on the course that weren't quite enough, letting Quantum Racing through to the Final.

Although the final scoreline was three-zero to BMobile, the races were close with several lead changes and the umpires kept busy judging penalty calls.

Prizegiving was followed by a special dinner where Alec Anderson as the guest of honour regaled members with a slide show of his experiences last summer attending the Olympic youth camp in Beijing and various youth and adult sailing events in places as far flung as Denmark and San Francisco as he pursues the dream of competing for the BVI in the Olympics in 2012.

Report and photos submitted by Race Officer Guy Eldridge



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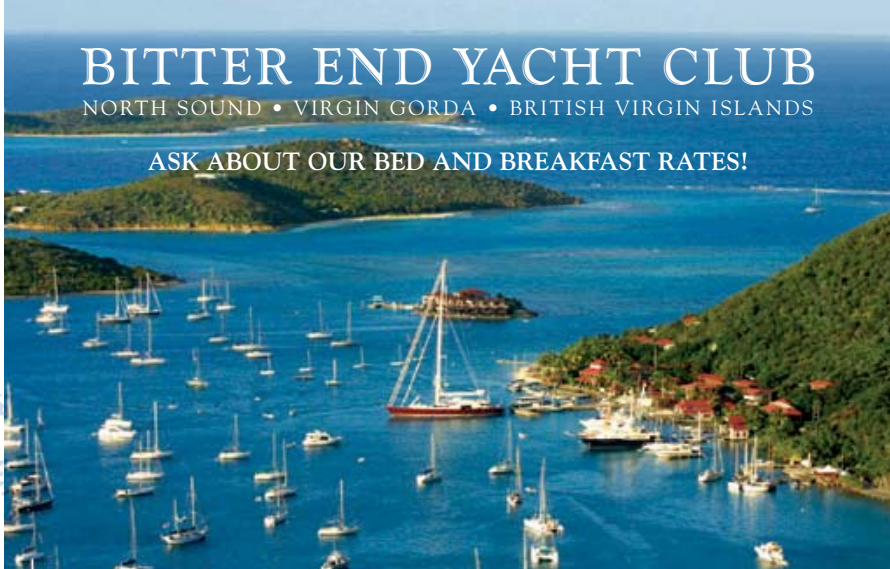



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The Most Wonderful Thing There Is In The World! ANGUILLA'S RACING SLOOPS

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"WE ARE GOING TO WIN THE RACE TODAY BY 15 MINUTES OR MORE!" THUS BOASTED **WILL & IAN CARTY OF DE TREE**, ONE OF ANGUILLA'S COLOURFUL, CLASS A RACING SLOOPS, JUST BEFORE THE ANGUILLA REGATTA SIR BOBBY VELAZQUEZ LOCAL BOAT RACE.

boats were sighted. These schooners have gone into legend with one, *Warspite*, being commemorated on the Eastern Caribbean ten dollar note.



De Tree and Captain Elvis Ruan



Sonic

Boat racing is a traditional on Anguilla and stirs up a lot of feeling. The fishing boat was the direct ancestor of the modern racing sloop. With customs duties high, smuggling was rife between Anguilla and local islands, particularly neighbouring St Martin. Fishing boats had to be fast enough to cross the channel between the two islands, load up with contraband and return in one night, without being caught.

The schooners taking Anguillians to the Dominican Republic to cut sugar cane in the early twentieth century would race home, against the trade winds, to Anguilla. This was a tough twenty-day battle and all aboard would assist with weight distribution and tactics. On land there was much excitement when the first

including a lot of days and nights round the clock." Many of the boats have modified the chine because, as Curtis Richardson, Manager of *De Stinger*, explained, "We can get a better aerodynamic shape."

Anguilla's racing is well established with many villages having racing boats. There is much rivalry between boat crews and it is serious business. *UFO*, for example, has corporate sponsorship, a manager and a fan club.

Paul Romney, owner of *Sonic*, explains why he is willing to pay, for example, \$3500 for a sail. "It's a pretty expensive sport but the crowd on the beach enjoy it and you pay for it. I guess it's all the Anguillian blood from my parents; you continue the tradition."

Thus the fast craft and the thrill of racing have combined in what we know today as the Anguillian Racing Sloop. The Class A boats are 28 feet long with masts up to 40 feet high. They carry no internal ballast, instead being weighted with 5,000 pounds of iron or sand bags, which can be jettisoned if necessary, along with crew members, during a race.

The wooden hull is covered in fibre glass and all follow a traditional design. According to Colin Liddie, a boat builder for six years, *Blue Bird*, "took three to four weeks to build from nothing,

Timothy Webster, manager of *UFO*, winner of hundreds of races over the past ten years, trophy cabinets bulging, commented, "She is recognised as the fastest boat right now."

De Tree's owner, Ian Carty, known to "make a good boat," according to Wilson Harrigan, long time *UFO* crewmember, would disagree. *De Tree*, built in 1992 has also been remodelled in an effort to make her swifter. The boat won six races in 2006, only one in 2007.

The boast of Ian's brother Will may seem like rhetoric but the vessel is well regarded and will offer a real challenge to the mighty *UFO's* chances of winning the Champion of Champions trophy again this year. *Real Deal*, captained by Alvin Richardson, is the dark horse that the other boats must also beware of. She has had intensive remodelling over the past year and is now just on the upper size limit for the Class A boats. Built in 1994, with a young crew, she was the surprise winner of the Sir Bobby Velazquez race, with *De Tree* second.

Crewmember, Stanley Gumbs, summed up the feeling on *Real Deal* afterwards by saying, "It is the most wonderful thing there is in the world!" www.anguillaregatta.com

British-born Penny Legg has a regular column 'Thoughts of an Expat' in The Anguillian, www.anguillian.com She writes for magazines and newspapers in the Caribbean, US and UK and takes photographs which accompany her work.

The 2008 St. Maarten Heineken Regatta was not only a success with regards to record breaking entries and huge crowds at the on shore venues, but it was also a success for one local child. On the 2008 online entry form, participants were able to make a donation to the youth sailing program of the Sint Maarten Yacht Club, organizers of the St. Maarten Heineken Regatta. This was the first time the event made the plea to fellow sailors to help make a difference in the lives of the youth sailors on St. Maarten.



Zack Sabaroche

Eight year old Zack Sabaroche was the ideal candidate, and according to Zach's mother, "He is so excited about sailing on the Optis, that he comes home after each lesson and tells his father what he should be doing." Zach's father works for a local Marina running a tender service. "He even talks about it at school so much that his teacher called home to learn more about the program because so many fellow students were excited about it after hearing Zach talk." One classmate was immediately interested but after finding out he needed to be able to swim first, vowed to pass his swimming lessons and get his diploma just so he can take sailing lessons.

For more information on how to enter the St. Maarten Heineken Regatta this March, go to www.heinekenregatta.com.

Report submitted by St. Maarten Heineken Regatta

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The success of this program is extremely important to the Sint Maarten Yacht Club whose goal is to increase sailing on the island of St. Maarten. For the 2009 St. Maarten Heineken Regatta, which is to take place March 5 to 8, we are once again allowing all entrants to check the donation box and make a change in the life of a local child. In 2009, we aim to triple our success and be able to add three children into the program.

If you are planning to participate in the St. Maarten Heineken Regatta, please take a

The end result of that online donation request was the chance for the Sint Maarten Yacht Club to sponsor one local child to have sailing lessons for an entire year! Donations were made by participants from all over the world, including France, St. Maarten, England, Holland and the USA making this a truly international effort.

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Soualiga Challenge Surfski Race Held from St. Barths to St. Maarten

The Soualiga Challenge surfski race is all about 25km of ocean conditions and all the related variables. In 2007 we were faced with sweltering conditions, a light tailwind and small swell that had to be worked hard. This year at the end of September, we had 18 knots of wind and 1.5 to 2m swell from the side that was an absolute blast if you had the skill and strength to use it.

The paddlers got a taste of things to come during the trip from Oyster Pond to the start at Gustavia, with all the paddlers and their skis loaded on two charter catamarans. There were 33 paddlers from seven different countries on board, along with 28 single skis, two doubles and an outrigger.

There was a slight change to the procedures at the start this year. We were asked to participate in an event held on St Barths to raise awareness for Cystic Fibrosis. Apart from collecting a healthy donation to the cause, we also joined in with events planned in St Barths and started the 2008 Soualiga Challenge



at the main town pier in Gustavia, which added about 700m to the course. The atmosphere at the start was great, with a good sized crowd, speeches by dignitaries and all the accompanying pomp and ceremony.

As expected, there was a split in the field from the start. At the signal, the top paddlers from France, Guadeloupe and USA sprinted off in a close bunch, with the more conservative paddlers following at a more reserved pace. The first 3.5km to the hotspot was in protected, flat water in the lee of St Barths and there was no letup in the sprint to be there first. Benoit LeRoux pipped the other paddlers, taking the \$125 prize. JP Piscione followed shortly after, taking the first local paddler prize and Grace Spencer took the Ladies hotspot prize.

The real race began immediately after the hotspot, with the paddlers going straight into a mess of reflected chop and ocean swell. There was not much help to be had first, but after passing through the lee of Isle Fourche – note a surprising little break over the reef – paddlers following a good line headed north on the side runs before hammering down to the Finish.

Benoit LeRoux was never seriously threatened during the race and finished first in 1:57:00, a comfortable six and a half minutes up on second placed Stephane Roudalt. Two times winner Franck Fifils finished some 10 minutes adrift in sixth place. Abi Allder, a newcomer to surfski paddling surprised the field by taking the women's race, beating far more experienced paddlers in the process. Her surfing skills paid off at the end of the race, helping her come in from behind. JP Piscione was the first local single home and is the first Downwind 2 Dubai Local Hero in the history of the Soualiga Challenge.

The after race lunch and drinks at Iguana Bar went down well, with a giant paella, sangria, Carib beer, Marie Galante rum, live music and plenty of fun. After the lunch, the awards were handed out, with finisher's medals, gold silver and bronze for the four categories and \$5000 cash - \$1500, \$1000 and \$750 for the men and \$750, \$500 and \$375 for the ladies, with Benoit taking the \$125 hotspot as well.

But the action didn't end there, as the hardy paddlers carried on to BooBooJam on the beach at Orient Bay where the partying carried on until the silly hours. ☺

Report submitted by Stuart Knaggs

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INTERVIEW:

EDDIE WARDEN OWEN AND THE RORC CARIBBEAN 600

BY LOUAY HABIB



STARTING ON THE 23RD FEBRUARY 2009, the Royal Ocean Racing Club and Antigua Yacht Club will run the first ever offshore race to circumnavigate the Caribbean Islands. This exciting new race will be called the RORC Caribbean 600.

The race starts off Fort Charlotte outside English Harbour, Antigua. The course takes the fleet to the north passing a mark off Barbuda, the islands of Nevis, Saba and St Barths, to circle St Martin before heading down to Guadeloupe as the most southerly point, then back up to a mark off Barbuda before returning to finish in Antigua—a total of 605 nautical miles.

Eddie Warden Owen, the CEO of the Royal Ocean Racing Club, has an impressive sailing career spanning over 25 years in the international sailing arena. He has raced in most of the classic offshore regattas around the world. An accomplished match racer, he has been involved in seven Americas Cups, the most recent as Coach to the Spanish team, Desafio Espanol 2007, in Valencia.

Why did RORC decide to get involved in a 600 mile race in the Caribbean?

Earlier this year I was approached by a group of RORC members based in the Caribbean (also members of Antigua Yacht Club) with the idea of organising a 600 mile offshore race around the Leeward Islands. They came up with the course and I persuaded the committee that RORC should underwrite the event and we are pleased that Antigua yacht club wants to work with us to make it successful.

Navigation at night in the Caribbean can be dangerous; reefs, unlit obstacles etc what is your view on that?

I do not see it as a problem and RORC would not support the idea if they thought the race would put the competitors at risk and we are not planning to put the race into un-chartered waters.

Who do you hope to attract to the race and how many boats do you anticipate?

The initial interest from our press release and mailing to RORC members produced a huge variety of boats from some of the biggest and fastest race boats such as Mike Slade's 100' canting keel 'Leopard' and the Juan Kouyoumdjian designed 100' 'Speedboat' and the new mini-maxi boats, the STP 65's 'Rosebud' and 'Moneypenny' to a locally raced Mumm36 called 'High Tension'. Peter Harrison's 115 ketch 'Sojana' was the first to enter. Her skipper Marc Fitzgerald helped design the course so we are very confident that it will be a good race for all the contestants. We have worked

(Continued on page 62)

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(Continued from page 60)

hard to get the message out throughout Europe and America and we would hope that many of the boats doing the ARC would find our race of interest. I would be delighted if we got more than 40 boats in its first year.

What were the decisions and factors taken into consideration for the course?

Firstly it had to be more than 600 miles, thus similar to a Fastnet, and it had to make use of as many islands as possible. We want everyone in the Caribbean to take an interest in the race and with trade winds and the RORC/OC tracker on every boat we will be able to predict when each boat is due to pass each island and hopefully locals will come out and meet the boats as they pass by. The course gives a mixture of upwind downwind as well as the usual reaching conditions found in this trade wind area.

Why was February 23rd chosen as the start date?

The original date was Monday 16th February but we moved it one week to allow boats doing the Pineapple Cup (Fort Lauderdale to Montego Bay) sufficient time to get to Antigua to race with us. The 23rd also allows those who want to do the Heineken St Marten sufficient time after they finish our race.

The fleet will race under IRC and CSA. Why is that?

IRC is the internationally recognised RORC rating rule which is used by event organisers all over the world to handicap their fleets. A large percentage of the boats entering our race will have IRC certificates. CSA (Caribbean Sailing Association) is the handicap rule used locally and we felt there would be a strong local interest who wants to race under CSA. We will 'dual' score all boats if they want so that they can try and win under CSA and for the overall trophy under IRC.

The crew do not require the same level of competence as the Rolex Fastnet Race (50% must have raced 300 RORC miles in that boat)?

This race is very different from the Rolex Fastnet Race and whilst it will be very challenging in its own way, the boats will never be that far from ports of refuge so we have made it ISAF Offshore Special Regulations Category 3 plus EPIRB and liferaft. The race will, however, be a qualifier for RORC membership for competitors who wish to join the club.

Presumably you are seeking a sponsor for the event; what will a sponsor gain by association with the race?

As with all events The RORC Caribbean 600 will provide sponsors the opportunity to get their message across not just to a select group of participants but to a much wider audience outside of the Caribbean. The race is attracting high profile race boats and as a result will achieve very good media coverage. Also each boat will be equipped with a RORC tracker that sends its position at regular intervals to a base station via iridium satellite link. Each boat's track is shown on the RORC race website overlaid on a Google earth map of the region. These tracker sites attracted a huge number of visitors from all over the world. The 2007 Rolex Fastnet race tracker website achieved over 48 million hits for the duration of the race. ☺

For more information visit: The Royal Ocean Racing Club www.rorc.org

Louay Habib is a freelance yachting journalist. For the past twenty years, he has competed at yachting regattas and offshore events all over the world and represented England in the 2004 Rolex Commodore's Cup. Louay writes for a variety of clients including the Volvo Ocean Race and the Royal Ocean Racing Club.

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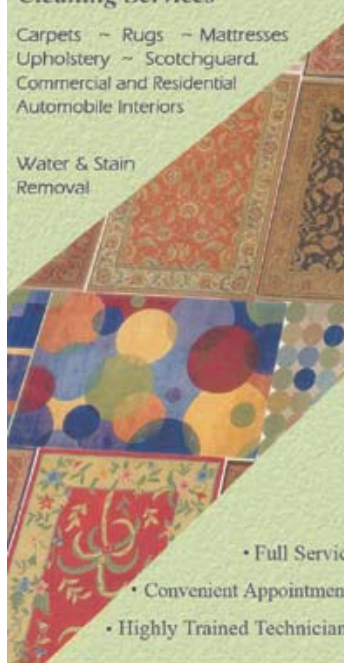
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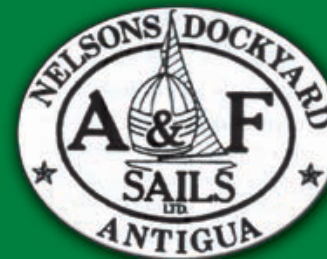
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A Collective Sailing School without Borders

BY GAELLE BOURDAIS, TRANSLATED BY NICK MARSHALL

Let's take a tour of the Trinity Sailing School, where maritime training is in full force! Whether it's undergoing a boom or 'in fashion', despite its advanced years, the EFPMA (Ecole de Formation Professionnelle Maritime et Aquacole) currently welcomes some 300 students a year.

Created in 1959, the school was the result of a great deal of goodwill on the part of local sailors and those who wanted to train the next generation of fishermen. The former created an association in 1901, but without funds, the first classes took place in private households, then in a local ex-college near the bay of Radoub at Fort de France.

In 1972, the school was transferred to Trinity in one of the current buildings on the Bay. Thanks to this location, access to the sea is optimized.

Mr. Jean-Paul Alaric is the director of the EFPMA, and a second class merchant navy captain, helped by Mr. Florent and Mr. Patole.

"We offer something for everyone: the young above all can learn to be merchant seaman, or



mechanics, or fishermen and work toward the BEP (Brevet Elementaire Professionnel Maritime) which takes two years," explains Alaric.

"Next, we offer adults continuing education, which includes several modules which are suitable for either the unemployed on Social Security or those already employed who wish to change professional direction. It is remarkable to know that you can start with a 10th grade level of education such as the Brevet des Colleges or



a high school diploma or university degree, and begin a CIN marine qualification or the Certificat de Capacité (for fishermen) or the Module 200 in sailing, then continue to a captain's license."

The school is equipped with two boats to teach maneuvering, a Yole yacht for teaching local fishing and another Yole which serves as a dinghy and for safety exercises. Recently, the school received a brand new safety dinghy for exercises.

The fishermen's school is currently training a new generation of fishermen and owners, and wants to give a new breath of life to this branch of activity. The school is open to any cruiser thanks to adaptable course modules. Currently, the EFPMA is an accredited establishment for the Region of Martinique, and the State in accordance with the Ministry of European Social Funds.

For information: E.F.P.M.A: Beauséjour; 97220 Trinité. Martinique, Tél: 0596 58 22 13; fax: 0596 58 47 09, Email: efpma@wanadoo.fr, web site www.mer.gouv.fr

THE RETURN OF THE TEMPEST

BY GAELLE BOURDAIS, TRANSLATED BY NICK MARSHALL



Autumn Tempest racing at Fort de France

On the 4th of October, the first round of the Tempest Challenge 2008 took place, organized by the Yacht Club at Fort de France (YCM), in which nine boats took part with three legs completed in Fort de France Bay.

"This first day of racing took place in showers, squalls and rain, but a few gusts nevertheless allowed us to get underway," said Albert Jean-Charles from the Reha Tempest

team; Max Volny and J-Marc Lauren on *Go* took all three legs; Reha Team finished in second place.

The series will start again next year when it reunites all the sailors in Martinique for the 10th January and 25th April, finishing on the 6th June. About the Tempest: From architect Ian Proctor, the Tempest has the stability of a keelboat with the sailing behavior of a dinghy; thanks to its sail shape and a spinnaker, the Tempest can reach an impressive speed. Its keel is fitted with a steel bulb but looks like a daggerboard. The boat rolls little but remains easy to maneuver.

About Reha Team: the two crewmembers Albert Jean-Charles and Alain Lataut comprehensively won the 2007 French Senior Tempest Championships. More recently, our two Martiniquais broke into

the top ten when they finished 9th in the World Tempest Championships out of 33 global crews!

The World Tempest Championships took place from the 16th to 22nd August 2008 at the Weymouth Sailing Academy in England, a mythical place since this will be the forum for the 2012 Olympic Games.

Albert Jean-Charles describes the races: "The nine legs took place in 'muscular' conditions, with the wind between 20 and 30 knots during the whole week, dropping on the last day only to 18 knots where the sun finally made an appearance. Eight nations took part, with six German crews, of which five were in the World Top Ten, including Franck Weigelt and Christian Rusitschka (2008 World Champions), Christian Schafer and Andreas Mader (World Champions from 2000 to 2005 inclusive). The World Championship in 2009 will take place in Spiez in Switzerland on Lake Thoun. Martinique currently has 15 Tempests and could be a candidate for an organizer in the 2010 World Championships, which would satisfy the wishes of many European and American crews."



OPTIMIST RACING for St. Lucia's Grown Folks

The "Oldie Goldie" sailing members of the St. Lucia Yacht Club decided to take up the slack in the quiet season between the season's holidays and the beginning of the new junior training season. What started out as a joke and a laugh came to fruition on Saturday 14th September when seven of the "Grown Folks" rigged and sailed the Optis on an inaugural race off the beach in front of the club house.

With boats at the ready, a "Le Mans" start commenced with the intrepid sailors having first to get in, fall in, fall out, or somehow get into their buoyant boats and head off for the first mark, which was a reach of some 3-400 yards!

With legs protruding over the sides and some heads visible and others trying to find their tillers, the fleet got away. What a ball! At the mark, which they had to leave to Port, things got serious and endless screams for water and banging into the buoy—all in this initial sail.

A quick run down the next buoy just a few yards away, then harden up to the beat back to the beach. The officer of the day, Peter Gibbs, stood up to his

waist in the water to take the results as the crews disembarked as elegantly as they could. Overboard mainly!

Tired, knees mashed up, wet and some exhausted—the intrepid sailors came ashore for a lunch break and some bragging! Fed & watered the O/D turned them around for a second bash. Now experienced?!?, some serious plans were executed based on their previous run and the fleet took on a more serious race.

As always, the racing "wash-up" and debate went on 'til?, amply assisted by Mr. Heineken & Mr. Piton. Proceeds of the entrance fees are going to the SLYC Junior Sailing Programme. www.stluciayachtclub.com

Report courtesy of St. Lucia Yacht Club Bosun Ted Bull and Membership Secretary Danielle DeRouck

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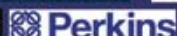
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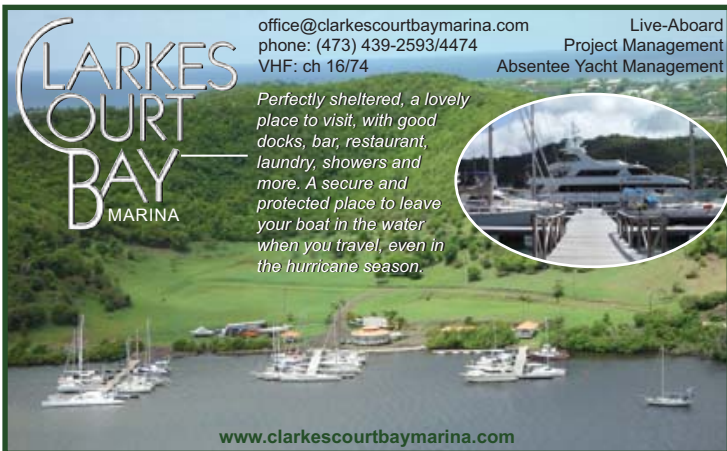
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Le Phare Bleu Announces New South Grenada Regatta for Late February



Taking place during the weekend of the 27th February to the 1st March, a planned new South Grenada Regatta will be a welcome addition to the island's sailing calendar, falling neatly between the Grenada Classic and the Grenada Round the Island Race, which takes place later in March. January 10, 2009 will see the launch party for the event.

The South Grenada Regatta will centre around the Le Phare Bleu Marina, situated on the south coast of Grenada, providing an excellent location for the start and finish of the races.

The event will comprise of two main races: a "warm-up" event, the "Round Glovers Island Race," and then the more challenging, "12° Cup," so named because the race will follow a course marked as closely as possible to the 12° line of latitude which passes directly in front of Petit Calivigny Bay, the location of Le Phare Bleu. After having hosted the Grenada Round the Island Easter Race in 2008, the organisers are confident that two shorter races and boats centralised in one location between races, will create a highly charged atmosphere of excitement and provide much more for spectators to see.

Le Phare Bleu Marina and Holiday Resort will offer fun for family and spectators as well as racers, with a Pirate's Trail for children and workboat race taking place on the Saturday, followed by a Junior Sailing event and Dinghy Race on the Sunday. Free berthing in the marina will be offered for all participating vessels during the weekend of the event. www.southgrenadaregatta.com

Preview submitted by LePhare Bleu Marina

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Grenada to Host Second Classic Yacht Regatta in February

A second Classic Yacht Regatta will be held in Grenada on February 19 – 22, 2009, well positioned in the sailing calendar between the Classic Yacht Regattas of St. Maarten-St. Martin (22 – 25 January), and Antigua, celebrating its 22nd birthday in April. The Grenada Classic Yacht Regatta is organised by Fred Thomas, a well-known figure in the Caribbean and the owner of Shipwrights Ltd.

The recent affiliation with Jan Roosens and the St. Maarten Classic Regatta has resulted in expanding the Shipwrights Wooden Boat Regatta into the Grenada Classic Yacht Regatta in an effort to further Roosens' vision of a Caribbean Classic circuit.

For 2009 a range of courses has been designed to concentrate racing between St. David's and Petit Calivigny on the island's southeastern coast. This will give participants an opportunity to taste the special characteristics of the Grenadian winds and waters in the area, and also give spectators great vantage points from which to view the Classic beauties as they race.

After racing each day there will be plenty of time to enjoy the famous Grenadian hospitality with great parties, great food & drink and live bands providing everything from reggae to blues. For more information: www.grenadaclassicregatta.com, or contact Fred Thomas on 473 443 1062, e-mail: info@grenadaclassicregatta.com. 



Preview and photographs submitted by Grenada Classic Yacht Regatta

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Bonaire's Regatta Enters **FOURTH DECADE**

BY ANN PHELAN

Bonaire's 41st Regatta October 5 to 11 was a week long festival filled with sun, sails, wind reversals, lively festivities—and some serious racing by 189 participants registered in the classes from yachts and catamarans to local wooden fishing boats and Optimists. Countries represented in this year's regatta included the USA, Netherland Antilles, Aruba, Venezuela, Netherlands and Great Britain.

The fleet included two traditional wooden Bonaire fishing boats. These represent the original crafts used in the first Regatta between Capt. Don Stewart and Ibo Domacasse 41 years ago. The junior sailor Optimist class was an endearing group to watch, and seeing the youth in sailing is an optimistic and positive element to any event.

One of the crowd and press favorites was *Alert*, an all female crewed Wooden Classic 48 racing in the cruising class. The 15 women were a lively crew full of spirit and camaraderie and a sight to behold on this stunning boat. The multi national fleet added to the mood and character of this year's regatta.

The largest fleet was the 111 micro boats. These amazing little vessels filled the harbour with color and excitement. Some were decorated with logos bearing the names of Hooters and Seagram's lending a fun and festive element to a spectator-filled event.

The 41st Regatta was sanctioned this year by the Caribbean Sailing Association. Regatta organizers felt it was a step in the right direction for a racing event. *D-Trip's* (NM 1417) captain, Sergey

Boer from Curacao, is no stranger to the Caribbean racing scene and the CSA's rules, having raced at Heineken Regatta and in the BVIs. Asked for his impressions on the Bonaire's new sanctioning, he expressed that it created a fair element to racing and felt positive towards the changes. *D-Trip* went on to win in the Yachting Class.

The winds were light until Wednesday when Mother Nature sent a wind reversal. Kralendijk harbour, typically calm, was a washing machine of frothy mess, making for perfect freestyle windsurf conditions. The onshore wind and chop were ideal for the windsurf rock stars who took to the water to compete. Fortunately it was lay day for the cruisers and racers so they could enjoy the freestyle show.

Each night culture and music prevailed at Wilhelmina Park. Event organizers dazzled the crowd with musical acts from Venezuela, Aruba, Curacao and Bonaire. The dancing and food extravaganza went into the wee hours of the morning. On the closing night the island was treated to a stellar fireworks display lighting up the night making a perfect farewell to another successful regatta.

On land and sea, the competitors shared fun, laughter and race strategy. For complete results and a variety of stories from this year's event, see www.bonaireregatta.org



PHOTOS COURTESY OF JUMENDA NICOLAAS

Ann Phelan, owner of Caribbean Wind & Sun Vacations, specializes in Caribbean dive and windsurf vacations.





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From Trickle to **Torrent:** **THE AMAZON** PART TWO

BY BECKY A. BAUER

That tiny, clear, trickle of fresh water that begins making its way to the sea from high up on Nevado Mismi in Peru, becoming the mighty Amazon River along the way, is not clear or fresh when it enters the Atlantic in Brazil. Along its more than 4,000 mile path, 500 tributaries spill their waters into it; waters highly contaminated with mercury, innumerable tons of eroded soil, raw sewage, and garbage.

We wrote in last month's article that, contrary to long held beliefs that all the mercury contamination came from mining activities, Dr. Donna Mergler, from the Institute of Science and Environment at the University of Quebec in Montreal, has identified another and even more dangerous source. It is fact that for every kilogram of gold mined along the Rio Tapajos, a kilogram of mercury is used to extract it leaving some 130 tons of mercury in just one of the 500 riverine systems that make up the Amazon's ecosystem.

However, when Dr. Mergler and a team of Canadian and Brazilian scientists began the CARUSO Project in 1994, a theory began to take shape that perhaps mercury from mining was not the only source of mercury contamination in the Amazon. What they discovered while testing water and sediment samples along a route on the Rio Tapajos, which took their boats hundreds of kilometers down river from the mining sites, is that mercury levels remained constant. It was this constancy that caused the emergence of their new theory; if the mercury was coming solely from mining then its concentrations should have lessened the further from the mining sites they sampled. Instead, it was constant—but why?

All along their Rio Tapajos river route they witnessed deforestation; a land rush was underway with its rampant slash and burn agriculture creating food plots and pastures and, as a result, eroded soil was washing into the river on a massive scale. The constancy of the high levels of mercury contamination was due to the release of mercury trapped in the eroded soil, soil that was once held in place by the lush vegetation of the Amazon Rainforest... a rainforest that no longer existed along the Rio Tapajos. Mercury in soil is considered to be relatively harmless because it is not generally absorbed by plants but, remove the plants, take away the roots that hold the soil in place and the mercury is released; mercury contaminated soil washes into waterways and blows away on the wind.

According to Dr. Marc Lucotte, one of the Dr. Mergler's associates and a member of the CARUSO team, "Tropical soils contain very high levels of natural mercury but when you cut down the forest, this mercury is released into the river. Then it's transformed by bacteria in the water into what we call a "bioavailable" form, which gets into the food chain."

The bacteria-transformed mercury is known as methylmercury, the most toxic form of mercury, and it is taken up by plankton. Plankton eating fish then become contaminated with mercury and up the

food chain the mercury moves becoming ever more dangerous; carnivorous fish feeding upon plankton eating fish carry cumulatively higher levels of mercury and, eventually, that mercury makes its way into human hosts.

Remember that the Rio Tapajos is only one of some 500 tributaries flowing into the Amazon River Basin and that the Amazon basin serves as drainage for rivers with origins in Peru, Ecuador, Bolivia, Columbia, Suriname, Guyana, and Venezuela. Deforestation and mining are taking place in all of those countries, too.

And, when the Amazon empties its 200,000 to 300,000 cubic meters of water per second into the Atlantic Ocean, the mercury contamination and other pollutants also flow forth whereupon plankton becomes contaminated, plankton eating fish are fed upon by carnivorous fish... up the food chain it goes.


Now, think of the development taking place throughout Central America and the Caribbean; mountainous countries and islands with growing populations expanding into the countryside, foreigners building vacation and retirement homes on land with little or no environmental protections in place. Although the Amazon Rainforest, producing 20% of the earth's oxygen and losing forest at a rate of more than 3,000 square miles per year, is, perhaps, the most critical area of concern... it is not the only area being denuded of plant and animal life... it is not the only area where mercury long held within the land is washing into the seas. ☹



PHOTO COURTESY OF NASA WORLDWIND



After 30 years as a wild and domestic animal rescuer, rehabber, and educator in the states, Becky Bauer became a scuba instructor and award-winning journalist covering the marine environment in the Caribbean. She is a contributing photographer to NOAA.



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Recovering a Stolen Yacht in the Amazon

ARTICLE & PHOTOS BY JOHN BURNIE

I occasionally assist a German underwriter and act as their local contact in the Caribbean. (Readers may remember an earlier account I wrote on the search and recovery of the Arnolf on behalf of the underwriters—this was a vessel abandoned during the ARC 2006).



Local officials have cooperated with Burnie and Bailey in the recovery

In August 2007, a known (and dangerous) Polish criminal stole a Lagoon 44 catamaran from a charter company based in Greece. The criminal had done this before and his mission is usually to use the boat for human trafficking (including children) and transporting illegal immigrants to the USA.

I have been watching out for this vessel in the Caribbean and Bill Bailey of Caribbean Marine Underwriters (Tortola, British Virgin Islands) has been assisting in the search. Bill, in fact, had already helped recover a yacht this same criminal stole some years before which he then took to the Dominican Republic. Bill was therefore clear what we were up against if we were to find the stolen vessel and needed to confront the criminal!

Last month the Epirb (emergency beacon) registered to the yacht that was stolen in Greece suddenly gave a short “ping.” This signal was picked up by MRCC and forwarded the UK and the vessel’s Greek owners. Bill and I were informed about the Epirb “ping” and we traced the signal to Brazil. It was therefore decided that Bill Bailey and I would set off on a mission to check out some of the likely places near the area where the signal was located (basically between the mouth of the Amazon River and down to Fortaleza).

I cannot describe adequately how huge the mouth of the Amazon is—so Bill and I were slightly daunted in reality at the prospect of actually finding the stolen yacht. We traveled through Manaus, Belem and made our way down to Fortaleza with the idea of retracing our steps back up North to the mouth of the Amazon, all the time searching the prospective areas. Bill had already contacted all the relevant authorities in Brazil, all of whom were very keen to help us apprehend the criminal.

It appears this vessel had been already seen near Belem and the Polish individual had already transgressed several local by-laws. He had, in fact,

been trying to sell the vessel or parts of the vessel inventory. While Bill and I searched in the south, the Federal Police suddenly caught the villain in Macapa at the mouth of the Amazon, just north of where we were—exactly where the NZ yachtsman Sir Peter Blake was brutally murdered. The Federal Police arrested the Polish criminal without any trouble (last time Bill had to get the Dominican Army to help!), and he is now in jail in Brazil.

Bill and I traveled to Macapa and are now repossessing the yacht for the insured parties. We are assembling a crew together who will then collect the yacht and deliver it to the Caribbean. It is not entirely clear why the Epirb was set off, as we found the unit in its box switched off and apparently unused. We also found various drugs on the yacht as well as some shocking evidence of human trafficking. The doors on the cabins were all modified with bolts/locks on the outside to make the cabin areas small “prisons.”

The yacht is in poor condition and it currently rests in the jurisdiction of the Capitania dos Portos in Samana, near Macapa, until the paperwork is cleared for its release. Bill and I found all the authorities in Brazil to be highly professional, considerate and helpful. Both the Port Captain and the Federal Police have shown a good intention to release the yacht quickly and with as little bureaucracy as possible. The criminal will be deported.

Leisure vessels of this size and nature are, of course, stolen

worldwide but statistically 80% of them are found and recovered within 12 months, so underwriters will always be determined in their intent to recover where possible.

The Amazon is a fascinating area of the world—however I would warn the cruising fraternity that this particular part of the Amazon (near the mouth) is very challenging. It is very tidal and not particularly easy for cruising yachts, in that moorings, water etc. are not readily available. The river is in fact quite a difficult and problematic environment for the average cruising yacht and specialist knowledge and ability is required if you are to remain in the area for a period.

Macapa is however a fascinating, if remote, town where a very traditional “river traffic life” still exists and where there are wonderful restaurants that serve delicious freshwater fish that I have certainly never seen before! 🍷



The stolen charter yacht was used for human trafficking by a Polish habitual criminal, now incarcerated in Brazil awaiting deportation

John Burnie is the General Manager for Nautor's Swan Caribbean in Guadeloupe, www.nautorgroup.com

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From St. Maarten Yachting Capital of the Caribbean

On Air and Online with Gary Brown




PROFILE: HERB HILGENBERG AND THE SOUTHBOUND II NET

BY LAURIE MCDONALD

“Southbound II, Southbound II, Sea Whisper, Sea Whisper”. I’m calling Herb, our weather router on ssb frequency 12.3590. We’re in the mid-Atlantic and Herb warned us yesterday about increasing winds. In the last twenty-four hours, we covered 187 nautical miles – our best daily mileage to date!

Herb’s alarmed response of “You have to stop, you have to stop! Slow down!” surprises us. “There is an approaching storm with winds up to 50 knots,” Herb continues. “If you keep up that speed and direction, you’ll run right into it.” Yikes! We alter course towards the waypoint Herb gives us, thus avoiding the storm.

Herb Hilgenberg is, among other things, a sailor. From 1967 to 1982, he raced in and won various North American championships. In 1982, Herb and his family, aboard their boat, *Southbound II*, experienced a terrible storm. From this turning point in his life, he began a part time hobby in Bermuda; using his single sideband radio to provide weather briefs to mariners crossing the Atlantic, providing weather data to the National Weather Service and passing on updated information to the boating community at large.

In 1994, Herb and his wife, Brigitte, also an advanced amateur radio operator, retired to Burlington, Ontario, their home town, and restarted the Southbound II net. When Southbound II’s daily net opens at 20:00 UTC, a cacophony of radio noise erupts as vessels call in from the Caribbean, along the eastern seaboard and throughout the Atlantic.

Herb provides his interpretation of weather data relevant to each boat, summarizing his opinions so mariners can make educated decisions. For long passages, “Always have a five-day plan” Herb says. If your plan changes, advise Herb as he often worries about those who don’t heed his warnings and waypoints. “If I give a warning and they choose not to go to the waypoint....tell me... then I can give a forecast for where ever you choose to go.”

Herb remembers advising a group of boats between Florida and Bermuda to stay put due to an incoming storm. All but one stopped. Later that night, Herb received a call from the Coast Guard advising that the on-going boat sank, with no survivors. Herb tells me that it was agonizing to talk to relatives who couldn’t contact the boat; it was a tragedy that needn’t have happened had the boat left its radio on.



Herb Hilgenberg

Herb updates his powerful equipment at his own cost while providing this free service to all interested mariners, every day, 51 weeks a year. Updated equipment includes one X-B antenna, a horizontal dipole designed in the form of an ‘X’ that is directional for better reception and a vertical antenna, used for a lower frequency or transmitting to the north where he communicates with tugs in Hudson Bay and the Arctic. He can use both via a switch that goes to a second ssb radio and uses two computers; one for satellite through the internet and the other for collecting weather charts and downloads from the internet. But it isn’t just his equipment that gives his information importance – it’s also his 20+ years of experience interpreting that data.

Some of his most rewarding moments come when he receives a call at night from the Coast Guard who’ve received a mayday but can’t get the boat’s position. Herb searches for the mayday on his frequency, makes contact with the boat, co-ordinates transmissions and activities amongst the Coast Guard and commercial boats in the area, and helps to set up a successful rescue.

Herb says that at the end of the day, he and Brigitte, who takes care of all correspondence and occasionally monitors check-ins and responds if need be, are happy to have simply helped people and kept them safe through another day at sea. Thanks for a good watch, Herb. 🍷

Editor’s note: After sending in this article, the author commented: “After our successful crossing, I asked my brother, Brian, who also lives in Burlington to take a bottle of something to Herb with our thanks. Herb showed Brian around his ‘weather control center’ and Brian, a 767 Captain, said it was set up just like an airport control center; he uses about five different weather layers. Herb really is quite a wonder. When we crossed, he was ‘babysitting’ about 50 boats doing the crossing in each direction as well as those travelling within the Caribbean.”

Laurie McDonald wrote a column for a western Canada health-related magazine before leaving on a three year journey by sea aboard Sea Whisper. Her travel adventures are published in Canadian magazines and newspapers.

Nautical Holiday Happenings Throughout the Caribbean

BY CAROL M. BAREUTHER, RD



Trellis Bay's dramatic annual New Year's Eve event

You won't find snow and pine trees when celebrating Christmas in the Caribbean, but you will discover sun, palms and a host of nautical happenings. Here's just a sample:

U.S. Virgin Islands

Raft-ups are big. On St. Croix, despite damage inflicted to the fleet by Omar, boaters will head to Buck Island for the traditional day of snorkeling the underwater trail, swimming and beach-going. On St. Thomas, it's Christmas Cove in Great St. James island where locals and visitors alike party and potluck the day and night away. Trim your boat with lights, plastic Santas and other holiday cheer to set sail in a lighted boat parade.

At press time, plans were still in place for boat owners to parade along the Christiansted Harbor in St. Croix on December 8 starting at 6 p.m. The Virgin Islands Charteryacht League and Yacht Haven Grand will host its nautical parade in Charlotte Amalie's Harbor December 19, starting at 7 p.m.

Bring the kids to the St. Croix Yacht Club or St. Thomas Yacht Club in December when Santa visits. On St. Croix, says director of the St. Croix International Regatta,

Juliet San Martin, "this jolly fellow has been known to ditch his sleigh in favor of arriving in a dinghy, seaplane, beach cat, kite ski and even helicopter!"

British Virgin Islands

Santa also visits the Bitter End Yacht Club (BEYC) in North Sound, Virgin Gorda. "We celebrate the Christmas holiday with a very popular annual Christmas Eve Boat Parade with prizes for best decorated and best lit boats, complete with Santa Claus on his snorkel-boat sleigh who goes around the mooring field, delivering good cheer with a steel drum musical accompaniment. It's quite festive. All visiting boats are invited and encouraged to attend and/or participate," says John Glynn, vice president of BEYC,

New Year's Eve really rocks in the BVI. Foxy Callwood hosts his big bash over in Great Harbour, Jost Van Dyke. Come early, like a day or two in advance, to find room to anchor in the harbor. All beach bars here host parties from before sundown to sunup. Barbecues, live bands, fireworks at midnight are just some of the fun.

The Trellis Bay New Year's Eve Festival takes place from noon to after midnight in Trellis Bay, right off Tortola's Beef Island. A mouth-watering West Indian Buffet, fireworks, live bands, and a Fireball fete are on tap at this family-oriented festivity. The Fireball fete is definitely something to see. Artist Aragorn Dick-Read creates his

CHRIS GOODIER



Santa sometimes arrives by helicopter instead of coming down the chimney at the St. Croix Yacht Club



Holiday boaters on parade at the Bitter End Yacht Club in the British Virgin Islands

PHOTO COURTESY OF THE BITTER END YACHT CLUB

famed Mocko Jumbies from steel spheres and sets them ablaze right on the beach for a mesmerizing effect.

Antigua

Yachts flock to this Leeward Island from both the U.S. and Europe. Racers can kick-off the season at the Jolly Harbour Regatta, set for December 6 and 7. Raced on the West Coast of the island, this regatta is open to all boats that draw 10

feet or less. Winners receive prizes. The High Tide Series is made up of three races held December 21, 26 and 28 and is run out of the Antigua Yacht Club. Come Christmas Day, "there's the traditional champagne celebrations in Nelson's Dockyard that start around noon," says avid sailor, Bernie Evan-Wong.

Closing out the year, says fellow avid racer, Geoffrey Pidduck, is the Nelsons Pursuit race on December 31. The race commemorates Admiral Lord Horatio Nelson's famous pursuit of the French fleet, which ended in the Battle of Trafalgar. The regatta is open to all sailboats, large or small, cruising or crewed, private or charter.

Dominica

The winter season heats up in terms of festive entertainment on this beautiful 'Nature Island'. In Portsmouth, says Hubert Winston of the Dominica Marine Association and Dominica Marine Center, "there's Reggae night at Big Papas restaurant and bar every Wednesday night, Peter's Rib night on Fridays in the Lagoon, and Cabrits Dive night dive on Friday nights all starting in November."

In Roseau, Winston adds, "there's Thirsty Thursdays at the Cove in Canefield, Happy Hour at the Forth Young Hotel every Friday evening from 6pm till 11pm, and Melvina's Corner on the Pointe Mitchell's highway is a fun place for fish and dancing each and every Friday night till four a.m."

The Dominica Yacht Club will soon launch its Junior Sailing Program. "It's an exciting time to be a kid," says Winston.

St. Lucia

The ARC (Atlantic Rally for Cruisers) sailors cross the finish line as arrive in St. Lucia in late November. In welcome, there are many festivities planned. "There will be an ARC Village which will open from December 5th and run through December 21st," says Rodney Bay Marina manager Cuthbert Didier. "The village will provide nightly entertainment and food and drink." Other highlights include:

- December 13: IGY Day at Rodney Bay Marina, Steelband Playoff and Carnival Costume Display,
- December 14: Fun Racing Day & Barbeque for Lasers and Optimists, St. Lucia Yacht Club.
- December 15: IGY Rodney Bay Marina General Manager's Cocktail Party, complete with true St. Lucian entertainment and foods,

- December 18: Cruising the Caribbean Lecture by author, Chris Doyle, at Palm Haven,
- December 18: ARC Costume Party at Pigeon Island National Landmark,
- December 19: Children's Christmas Fiesta at Rodney Bay Marina and Pigeon Island.

South in Marigot Bay, The Marina at Marigot Bay will host the finish of a Christmas Regatta, sailed December 21, from Rodney Bay Marina. On New Year's Eve, "the whole bay will be lit up for St. Lucia's biggest firework's display," says Bob Hathaway, marina manager. In addition, Hathaway says, "our cruising guests who would like to participate in a genuine Lucian family Christmas can contact the Marina Office by December 16 and we will happily organize this for them."

St. Vincent & The Grenadines

Cruisers to this chain of stepping-stone islands will find Christmas Day fireworks put on by resorts at Young Island and The Cotton House in Mustique. "Most restaurants will also lay on a special dinner," says Narendra Sethia, at Barefoot Yacht Charters & Marine Centre. "Probably the most popular is New Year's Eve in Bequia where one might find 300 or 400 cruising yachtsmen reveling into the early hours, with various live music events along the waterfront."

Carriacou

The 31st Annual Carriacou Parang Festival will rev to a fever pitch the weekend of December 19-21. Festivities include a free open-air concert in the streets of Hillsborough featuring carol singing and parang string bands, followed by house-to-house "paranging" all night. ☺

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



Foxy's celebration is famous on Jost Van Dyke, BVI

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PONCHE COQUITO

Preparation time: 5 minutes
Chilling time: the longer, the better
Serves: Many

- 6 egg yolks
- 1/2 tsp cinnamon
- 1 tsp vanilla essence
- Pinch of salt
- 2 cans evaporated milk
- 2 cans Coco Lopez (cream of coconut)
- 1 can sweetened condensed milk
- 1/2 bottle white rum

Lightly beat egg yolks with cinnamon, vanilla, salt, and 1 can evaporated milk. When well mixed add the other can of evaporated milk, Coco Lopez, condensed milk, and the 1/2 bottle of rum. Pour into a large jar with an airtight lid. Place in the refrigerator. The longer it chills. The better it gets. Serve straight in a chilled glass.

Note: Tastes like an eggnog, only better

GOAT CHEESE BRUSCHETTAS

Preparation time: 10 minutes
Cooking time: 2 minutes
Serves: 4-6

- 1 baguette sliced or toast rounds
- 1 cup Basil or tomato pesto
- 3/4 cup (6 oz.) goat cheese
- 1 small jar of pimentos, sliced
- Garnish: 1/2 lb seedless grapes
- 1 apple, cored and sliced

Toast baguette slices until lightly browned. Spread with pesto, crumble on goat cheese. Place under broiler until cheese is slightly browned. Top with pimento slices for color. Serve with grapes and apple slices.

AVOCADO ORANGE SALAD WITH ORANGE VINAIGRETTE

Preparation time: 30 minutes
Serves: 4-6

- 4 oranges
- ORANGE VINAIGRETTE:
- 1/4 cup olive oil
- 2 Tbsp. cider vinegar
- 2 Tbsp. fresh orange juice

- 1 tsp. orange zest
 - 1 tsp. sugar
 - 2 cloves garlic, minced
 - 1/2 tsp. cumin, ground
 - 1/4 tsp. Tabasco
 - 2 ripe avocados
 - 1 Tbsp lemon juice
 - 1 (16 oz) bag of mixed baby greens
 - 1/2 cup finely chopped red onion
 - 1/2 cup sliced almonds, toasted
- Grate zest from one orange and set aside. Cut peel from oranges (over a bowl to catch juice, save for dressing). Slice orange into rounds. Combine vinaigrette ingredients in a jar and shake well. Peel and cut avocados into sections and sprinkle with lemon juice. Arrange greens on plates and top with avocado slices, orange rounds, red onion, and almonds. Drizzle with vinaigrette.

Recipe from Chef Frances Johns

PORK CHOPS WITH COCONUT RUM SAUCE

Preparation time: 15 minutes
Cooking time: 25 minutes
Serves: 4

- 4 (1-1/2 inch thick) pork chops
- Salt and pepper to taste
- 1/4 cup peanut oil
- 4 Tbsp. butter

COCONUT AND RUM SAUCE

- 1/4 cup Cream of Coconut (canned)
- 1/4 cup dark rum
- 1/4 cup mango chutney (or substitute cran-orange relish or apricot preserves.

Garnish: Chopped cilantro

Preheat oven to 450°F. Heat skillet to medium high heat. Season pork chops with salt and pepper. Add peanut oil and butter to skillet and sear pork chops until golden brown on both sides (about 5 minutes). Transfer pork chops from skillet to baking dish and put in oven for 10 minutes, or until done to your likeness. In a small skillet, combine cream of coconut, rum, and chutney, stirring constantly while heating. Pour over pork chops. Garnish and serve.

EASY CORN PUDDING

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

- 1/2 cup butter
- 1/2 cup Wondra flour
- 2 Tbsp. sugar
- 1 tsp. salt
- Pepper to taste
- 2 cups milk
- 1 can cream style corn
- 1 can whole kernel corn, drained and rinsed
- 3 eggs, separated

Preheat oven to 350°F. In a saucepan over low heat melt butter, add flour, and stir until smooth. Add sugar, salt, and pepper. Add milk slowly, stirring all the time, to make a white sauce. Stir in both cans of corn then egg yolks. Beat egg whites until stiff, and fold into mixture. Pour into a shallow 9 x 13-inch pan and bake for an hour. Remove from oven and let set for 10 minutes before serving.

SPINACH AND ARTICHOKE CASSEROLE

Preparation time: 15 minutes
Cooking time: 25 minutes (or microwave 10 minutes)
Serves: 6

- 2 (10 oz.) pkgs. frozen spinach
- 1/2 cup butter, softened
- 1 (8 oz.) pkg cream cheese, softened
- Salt and pepper, to taste
- 1 can artichokes (hearts or bottoms), drained and chopped
- 1 Tbsp. lemon juice
- Progresso bread crumbs or cracker crumbs
- Butter

Preheat oven to 350°F. Cook spinach according to package instructions. Stir butter and cream cheese into hot spinach. Place mixture into 1-1/2-quart casserole; season to taste. Add artichokes and lemon juice; mix in. Top with bread or cracker crumbs. Dot with butter. Bake uncovered for 25 minutes or until bubbly.

Recipe from Chef Ann Glenn on Encore

CHERRY CHOCOLATE LUNCAY

Preparation time: 30 minutes
Cooking time: 45 minutes
Serves: 8-10

- 1 (22.5 oz) pkg brownie mix, baked, cooled, and crumbled
- 1/2 cup Amaretto
- 1 (3.9 oz) pkg chocolate pudding mix, prepared
- 1/2 cup caramel sauce, warmed
- 1/2 cup crunchy peanut butter, warmed
- 1 (21 oz) can cherry pie filling
- 1 (8 oz) tub cool whip

Garnish:

- 1/2 cup chopped pecans
- 1/2 cup shredded toasted coconut

In a trifle bowl place 1/2 crumbled brownie mix. Drizzle 1/2 cup amaretto over mixture. Layer 1/2 prepared chocolate pudding mix. Combine the caramel sauce with the peanut butter, mix well. Layer over the pudding mix. Layer 1/2 of cherry pie filling and top with 1/2 the cool whip. Repeat layers (except caramel/peanut butter layer). Garnish. 🍷

Note: This recipe is from Chef Shelly Tucker on Yacht Three Moons.

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52' 2001 Jeanneau Sun Odyssey 52.2 located in Tortola, BVI.....	\$220,000
51' 2002 Dufour Gib'Sea 51 located in St. Martin.....	\$200,000
50' 2006 Beneteau Cyclades 50.4 located in Tortola, BVI.....	\$285,000
50' 2001 Dufour Classic located in Tortola, BVI.....	\$155,000
49' 2005 Jeanneau Sun Odyssey 49 in Tortola, BVI.....	\$225,000
47' 2002 Beneteau Oceanis 473 located in Tortola, BVI.....	\$175,000
45' 2001 Jeanneau Sun Odyssey 45.2 located in Guadeloupe, FWI..	\$160,000
43' 2002 Jeanneau Sun Odyssey 43DS located in St. Martin	\$135,000
42' 1999 Jeanneau Sun Odyssey 42.2 located in Tortola, BVI.....	\$ 90,000
41' 2001 Beneteau Oceanis 411 located in Tortola, BVI.....	\$105,000
39' 2002 Beneteau Oceanis 393 located in Tortola, BVI.....	\$104,500
36' 2002 Beneteau Oceanis 361 located in St. Martin, FWI.....	\$ 80,000
35' 2003 Jeanneau Sun Odyssey 35 located in St. Vincent.....	\$ 74,000
34' 2005 Beneteau Oceanis 343 located in Tortola, BVI.....	\$ 90,000

Catamarans

62' 2003 Robertson and Caine Leopard 62 located Tortola, BVI.....	\$1,490,000
50' 2007 Admiral 50 located in Ft. Lauderdale, FL.....	\$695,000
47' 2008 Nautitech 47 located in Venezuela.....	\$475,000
47' 2001 Robertson and Caine Leopard 47 located Tortola, BVI.....	\$315,000
42' 2002 Robertson and Cain Leopard 42 located in Lakke Oterio, NY.....	\$315,000
41' 2006 Lagoon 410 located in Tortola, BVI.....	\$330,000
40' 2006 Robertson and Cain Leopard 40 located in La Paz, Mexico.....	\$310,000
38' 2001 Fontaine Pajot Athena 38 located in Ft. Lauderdale, FL.....	\$160,000
38' 2003 Lagoon 380 located in Tortola, BVI.....	\$220,000
38' 2000 Robertson and Caine leopard 38 located Tortola, BVI	\$180,000

Power Catamarans

47' New 2009 Robertson and Caine Leopard 47PC.....	\$569,000
46' 2003 Robertson and Caine Lion 46 located Tortola, BVI.....	\$299,000
37' 2003 Fontaine Pajot Maryland 37 located in Tortola, BVI.....	\$229,000
37' New 2009 Robertson and Caine Leopard 37PC.....	\$349,000

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schooner. Gorgeous
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1979 Oyster 39, centre
cockpit ketch. Refitted
and ready for blue water.
\$124K Offers



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\$490K



WARLORD Rebel Marine
Sports fish pristine
\$119K



2003 Beneteau 473
Very clean, air
conditioned. In charter
fleet \$179K Offers



1999 Leopard 38
Owners version
Very clean
\$199K OFFERS!



1982 Nautical 60
Very clean
\$349K Offers



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\$375K OFFERS



2006 Jaguar 36. No
expense spared. One owner
since new. Lying Spain.



1985 42 ft steel PETIT
PRINS.... INDUSTRIAL
INTERIOR GOOD
LIVEBOARD \$75K



2001 Camper Nicholson 45
Blue water cruiser.
Loaded \$199K



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READY TO GO
\$299K Offers



2003 Voyage 50 cat.
turnkey charter or
bluewater cruise
\$560K



1995 St Francis 43
Blue Water cat.
\$160K



2002 Buddy Harris Cuddy
Express. 2008 Motor
2 Hours! \$69K



Dynamique 62. One care-
ful owner since new.
Quite Magnificent \$845K



2003 PURSUIT 28ft.
1050 hours on 2 x 225
Four stroke Yamahas.
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\$389K offers ready to go.
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1984 Macgreggor 65.
The stiffest and strong-
est mac around many
Upgrades \$149K Offers



1992 62 ft Aluminium
Sloop Project Boat
\$250K Offers



1994 Jeanneau Sun
Odyssey 47.
Clean and well kept.
129K Euro Offers!



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Bluewater cruiser of
note. \$125K Offers



1995 Jeanneau 150
Extensively upgraded.
Lying Costa Rica
\$245K



1990 Carver 42. Pristine
concours condition. Must
be seen. No expense
spared. \$275 Offers.



1992 25 ft Boston Whaler
Outrage. recent motors.
\$36K



1992 Didey Dix Caribbea 30
Blue water Pocket Rocket
loaded \$35K



1973 Striker 54 ft
Price Slashed!
\$199K Offers



1987 37 ft Prout Elite.
new awlgrip and cruise
ready \$99K

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\$479,000



2003 52' Catana
€330,000



2003 46' FP Bahia
€330,000



2005 69' Concordia 70
\$1,790,000



1992 40' Easton Aluminum
\$199,500



2000 36' PDQ Capella
\$200,000



2001 38' Admiral
\$235,000



1999 60' Fountaine Pajot
\$795,000



1996 37' Privilege
\$209,000



1998 38' Catana
\$259,000



1999 48' Grainger
\$449,000



1999 60' Etincelle
\$745,000



2003 57' Lagoon
€825,000



1999 56' Fountaine Pajot
€440,000



2006 46' Dolphin
\$650,000



2003 52' Catana
\$1,050,000



2000 63' Hughes - Perry
\$825,000



2007 60' FP Eleuthera
€995,000



2004 46' Broadblue
\$499,500



2007 50' Catana
€890,000



2007 46' Dolphin
\$639,000



2001 38' Fountaine Pajot
\$225,000



2003 52' Catana 522
\$1,199,000



2003 32' PDQ Altair
\$169,000



1996 39' Catana 381
\$249,000



2003 58' Privilege 585
€1,030,000



2007 44' Antares 44i
\$750,000



2002 55' Outremer
\$599,000

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Henderson 30 US\$60,000



46' 2001 Tayana (Vancouver Pilot House) for US\$329,000



39' 1968 Cheoy Lee Offshore 40 for US\$95,000



55' 1998 Zerft Motor Sailer for US\$40,000 (must sell!!!)



42' 1986 Endeavour for US\$98,000

MONOHULLS

30'	1999 Henderson 30 (Racing Yacht)	SOLD	US\$60,000
34'	1978 Steel Sloop ROB		US\$45,000
36'	1977 Roberts Home Built (located in Barbados)		US\$40,000
37'	1977 Gin Fizz		EU30,800
39'	1968 Cheoy Lee Off Shore 40		US\$95,000
40'	1986 TaShing Tashiba (excellent condition)		US\$199,000
42'	1986 Endeavour		US\$98,000
43'	1999 Wauquiez Pilot Saloon		EU247,500
43'	1985 Gitana		US\$115,000
44'	1999 Finn Gulf (under offer)		US\$169,000
45'	1998 Peterson cutter		US\$220,000
45'	1992 Fortuna		US\$150,000
46'	2001 Tayana (Vancouver pilot house)		US\$329,000
50'	1974 Motor Yacht (locally built)		US\$100,000
50'	1991 Celestial Pilothouse		US\$268,000
51'	1986 Beneteau		US\$225,000
51'	1990 Jeanneau Sun Odyssey		EU159,000

51'	1987 Beneteau Idylle 15.5, located in Martinique	US\$160,000
53'	1995 Super Maramu (REDUCED!!)	US\$329,000
53'	1984 Amel Custom Mango	US\$269,000
55'	1998 Zerft Motor Sailer (must sell!!!)	US\$40,000
55'	1994 Oyster 55	£376,000
56'	1973 Vich Motor Yacht	US\$175,000

MULTI-HULLS

35'	2002 Wildcat 350	US\$157,000
36.5'	1993 Dean Catamaran (Reduced for quick sale)	US\$99,500
37'	2002 Fontaine Pajot, located in Guadeloupe	US\$325,000
43'	2001 Lagoon Catamaran	US\$334,000.00
44'	2007 Lagoon 440 Catamaran	EU438,700
54'	1980 Norman Cross Trimaran	US\$350,000
55'	1995 Custom Built Trimaran, located in Grenada	US\$350,000
63'	1998 Polynesion Double Canoe	EU190,000

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82' Dufour Nautitech 1995
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opportunity Asking 995K



55' Tayana 55 1989
2 cab/2 hd
Center cockpit Asking 260K



51' Morgan Out Island 1975
3 cab/2 hd Great potential
Asking 60K



48' Barens Sea Trader 1989
2 cab/2 hd, S. African
built boat Asking 120K



48' Sunseeker Manhattan 1997
3 cab/2 hd Immaculate
condition Asking 325K



46' Beneteau 461 2001
2 cab/2 hd Never Chartered
Asking 199K



46' Fountaine Pajot Bahia Cat
2003 4 cab/4 hd Great price
Asking 330K



44' CSY Walkover 1979
2 cab/2 hd Sold w/ charter
business Asking 165K



45' Wauquiez Amphitrite 1990
2 cab/2 hd Pilothouse
world cruiser Asking 229K



44' Freedom 44 1982
2 cab/2 hd Beautiful interior
Asking 104K



44' CSY Walkover 1979
2 cab/2 hd Center cockpit
Asking 165K

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43' Beneteau Cyclades 2005
3 cab/3 head
Turn Key Asking 159K



43' Mason 1982
2 cab/1 hd Beautiful condition
Asking 125K



43' Hunter 430 1997
2 cab/2 hd Comfortable cruiser
Asking 120K



43' C & C Ketch 1982
2 cab/2 hd Well equipped
Asking 79K



42' Hershine Motoryacht 1989
4 cab/3 hd Very spacious
Asking 49K



42' Beneteau 423 2004
3 cab/2 hd
Asking 159K



42' Hallberg-Rassy HR-42E 1984
2 cab/2 hd Major refit
Asking 229K



41' Hunter 410 1998
2-3 cnvrt cab/2 hd Extremely
well equipped Asking 129K



41' Beneteau Oceanis 413 2001
3 cab/2 hd Great price
Asking 103K



40' Jeanneau Sun Odyssey 2001
2 cab/2 hd Recent upgrades
Asking 119K



40' Hinkley Bermuda MKII 1970
2 cab/1 hd True
classic Asking 95K



40' Fountain Pajot Lavezzi 2003
3 cab/2 hd Owner's Version
Asking 249K



39' Tollycraft Fastpassage 1983
2 cab/1 hd Fast cruiser
Asking 120K



38' Morgan 38 CC 1998
2 cab/2 hd Very spacious
Asking 99K



38' Bavaria Ocean 38 1998
2 cab/1 hd Never
chartered Asking 125K



38' Hunter 386 2003
2 cab/1 hd Fully
equipped Asking 109K



36' Hatteras Sportfish/Flybridge
1983 2 cab/2 hd Twin Detroit
diesels Asking 75K



32' Catalina 320 1995
2 cab/1 hd
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65' POINT WEST SLOOP built in 2003 by Westerly Marine, California. "Point Blue" is a very comfortable high performance cruising yacht, designed and built to be easily handled by a couple without the need for crew. She is composite-built, "super-strong" & "super-fast", with a stunning Dick Young interior and 3-stateroom layout panelled in Cherry wood. Still in immaculate condition after 5 years of world cruising and 30,000 miles later. Asking: \$1,750,000. US Lying: Caribbean.

51' BENETEAU FIRST 51 BY GERMAN FRERS 1989. "Mermaid" is a cruiser/racer with outstanding performance gained from her pedigree design. That coupled with her luxuriously appointed interior make her a superb yacht to sail and live aboard. She is a special Owner's model built as a show boat in 1989 and not commissioned until sold in 1991. Mermaid is now offered for sale by her second owner. Lying: Falmouth Harbour, Antigua. Asking: \$240,000 US

51' SWAN GERMAN FRERS / NAUTOR SWAN, built in 1981. Many recent upgrades including new "racing bottom" in '06, Awlgrip, sails and complete new electronics package '05. Ready to Go!!! Asking: \$425,000 US Lying: Tortola, BVI

48' CELESTIAL KETCH BUILT IN 1983, "Secondhand Rose" is in fair condition and well priced. Owners no longer have time to spend cruising and wish to move on. Asking: \$125,000 US Lying: Antigua Slipway, English Harbour.

47' COMPASS, CUTTER / SLOOP. "Marionette" was designed by Lavranos and strongly built of GRP in South Africa in 1990. Very comfortable Owner's layout and high quality joinery through out. Lying: St. David's Bay, Grenada. Reduced now to \$195,000 US

46' BALTIC 46 RACER / CRUISER SLOOP built 1976. "Infinity" is a pedigree sailing yacht designed by C&C and built by Baltic Yachts. She has a 3-cabin layout, 50 H.p Perkins diesel and but she needs new decks. Basically this yacht is a great project-boat for the right buyer. She sailed up to Antigua last season and now awaits a new loving owner. Asking: \$70,000 US Lying: English Harbour, Antigua.

44' CHERUBINI KETCH BUILT IN 1990, a lovely example of Herreshoff inspiration. Professionally maintained for the past 11 years by her meticulous owner with no-expense spared. Beautiful to the eye, easily sailed short-handed and highly competitive in the Classic Regattas. An extremely rare find on the market today. Asking: \$350,000 US Lying: Antigua.

43' LAGOON POWER CAT built in 2004. Owner's version with comfortable 3-stateroom layout and 300 H.p Volvo diesel package. "Blue Lagoon" is a one-owner yacht in excellent condition, she has been professionally maintained since day-1 and dry stored on her lift when not in use. Recent price reduction to \$399,000 US makes her very good value. Lying: Jolly Harbour, Antigua.

42' GRAND BANKS CLASSIC TRAWLER LAUNCHED IN 2000. Original owners have kept this motor yacht in great condition since new. She has the Traditional 2-Stateroom layout with all the comforts of a home ashore. Twin Caterpillar 3116 Turbo powered and lightly used. Asking: \$450,000 US, Lying: Hauled-out at Jolly Harbour Marina, Antigua.

38' C.C VAN ZANDT CUSTOM shoal-draft, steel sloop, launched in 1982. "Sequel II" recently arrived in the Caribbean after making her 6th Atlantic crossing with her young family of 3. She is safe, well built and absolutely ready to go when you are. Lying: Antigua, reduced now to \$105,000 US

36' MORRIS JUSTINE 36 CUTTER-SLOOP built in 1985. "Peregrine" is a lovely little cruising yacht built by Morris Yachts, Southwest Harbor, Maine. She has Dark Green Awlgrip topsides and a beautifully finished traditional interior. Always maintained in excellent condition and fully fitted-out for serious Blue Water cruising, Peregrine is ready to go when you are!!! Asking: \$220,000 US Lying: Jolly Harbour, Antigua.

30' ISLAND HOPPER DIVEBOAT built in 1985. "Rendezvous II" is set up for dive charter business here in Antigua, she has a 350 H.p Caterpillar diesel engine giving 22 knots cruising speed. Large 12'ft beam allows for a good work-boat or fishboat application also. Asking: \$69,000 US Lying: English Harbour, Antigua.



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2006 Beneteau 473



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1995 Beneteau 42s7



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1980 Marine Trader 34



Great value!! Perfect for liveaboard or for island hopping. Hull awl-gripped 2007; new cutless bearing and shaft seal; 10' dinghy; 5 HP o/b; new cushions throughout; Wind generator; solar panel; air conditioner, rebuilt diesel 600 hours 120 H/P Lehmann. Vessel will need some interior cosmetics, **best offer nearest asking price of \$ 59,900.** Located St Maarten.

1974 Gulfstar 37



A well found well cared for vessel affordably priced and already here in St Maarten. Good inventory and condition. Start your cruise in paradise! Asking a very reasonable \$ 58,500 USD

1987 Dick Newick Designed Tri



Interior modified to sleep three comfortably. Fast Island Hopper. Clever cockpit awning, watermaker, wind generator, Radar, GPS, upgraded electrical system. New Honda Outboard 10 hours only !! Asking a very reasonable \$ 59,900 USD

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36 Mariner Ketch, 1980
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26 Glacier Bay power Cat, 2004
Twin Yamahas only 300 hours
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35 Beneteau Oceanis, 1995
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Perkins, new mainsail, new dingy \$ 55,000



25 World Cat, 2006
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| 48 1970 Hughes – Includes turnkey successful day charter biz . . . \$299,900 | 33 1973 Morgan Out Island – Spacious cruiser, bring offer. \$29,000 |
| 48 1974 Maple Leaf – Vintage Canadian built CC, new paint 07 . . . \$147,500 | 31 1995 Corsair – Performance trimaran with trailer \$86,000 |
| 45 1974 Fuji – CC Ketch, cruise equipped, recent upgrades \$119,500 | 27 1988 J-Boat – Race ready, many sails, trailer, winner 07&08 . . \$29,000 |
| 44 1978 CSY – Classic cruiser, complete engine rebuild & more . . . \$59,900 | 16 2008 Hobie Cat – New boat, sails & trailer, ready for fun \$8,500 |
| 41 1982 Morgan OI – CC cruising ketch, ready to sail away \$79,000 | POWER |
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| 41 1984 J-Boat – Vintage racer, elegant & fast, rare offering \$55,000 | 46 1985 C&C Logical – Roomy power cat ideal for charter \$180,000 |
| 40 1979 Pearson – Performance racer/cruiser, bring offer. \$42,000 | 46 1985 Bertram SF – GM's, upgraded interior, ready to deal . . . \$189,000 |
| 39 1974 South Seas – Steel CC cutter ketch, ready to cruise \$65,000 | 42 1999 Cruisers Express – Cats, Genset, loaded & beautiful . . . \$219,000 |
| 38 1978 Van de Stadt – Steel passage maker, ketch rig, Yanmar. . . \$69,000 | 40 1994 Mid Cabin Express – Twin Cummins, 03 genset \$190,000 |
| 38 1978 Morgan – Ted Brewer designed sloop, bring offers \$42,000 | 38 1967 Camcraft – Complete refit, diesel, excellent condition . . \$78,000 |
| 37 1977 Gulfstar – Total refit, excellent condition, must see \$69,000 | 37 2005 Fontaine Pajot Power Cat – Yanmars w/180 hours . . . \$399,000 |
| 36 1976 Islander – Roomy racer/cruiser, priced for quick sell. . . . \$39,000 | 36 2000 Doral – Twin Mercs. Complete cabin, new bottom paint \$119,000 |
| 35 1988 Jeanneau – Many upgrades, 04 Yanmar, 05 Doyle main \$55,000 | 30 1987 Luhrs – Cat diesel, full cabin, large cockpit, great value . . \$35,000 |

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Duties include:

Ordering of stock and inventory control and supervising of staff.

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TALES FROM THE CHARTER COCKPIT

A VERY SPECIAL CHRISTMAS DAY

BY JEANNIE KUICH COPYRIGHT 2008



Santa Claus & his elves



Santa & elvess

When by the luck of the draw, the whim of the charterer, the gamble of air flights, icky U.S. weather or for whatever reason that gives you time off on Christmas day, take advantage of it. DO SOMETHING COMPLETELY DIFFERENT AND ENJOY IT!

The busiest week of the charter season in the Caribbean is from just before Christmas day through the New Year. One year Mike was offered the job to skipper an Irwin 68 for a week's charter right after Christmas starting at St. Thomas in the U. S. Virgin islands. My chef's job didn't begin on another boat until after Christmas either, so for the first time in a dozen years we had Christmas day off. Whoopie!

What to do? Get some friends together, have fun and forget the fancy Christmas cocktails, hors d'oeuvres and elaborate turkey dinners. This was a special day to do something different besides play. Although most everyone else had charters, we managed to gather

some friends on Christmas day which turned out to be very special for everyone involved. Mike was going to be Santa Claus and we, his comely "elvesses" (feminine elves?), would assist him.

We were able to put our Christmas plan into action because there just happened to be a complete Santa Claus costume—beard, boots and all—on board the Irwin 68. On Christmas morning Mike was able to squeeze into the outfit

provided he didn't breathe too deeply or eat too much. The elveses were assembled, and we motored from St. Thomas to Christmas Cove at Great St. James, which was jammed with cruising boats, locals and a few charter boats.

Christmas is usually a special time for the guests aboard boats but there are drawbacks for the young children. There can't be a huge tree loaded with ornaments. Only a little tree is possible since most boats don't have the overhead for a large one. There's no fireplace to hang their special stockings, and there aren't many presents for them because Santa Claus can't bring them very many, can he?

The main worry was—how could Santa Claus find them if they weren't at home? It wasn't like being at their grandparents' house. No one left him any directions on where they were even though their parents kept saying that he would be able to find them. But even if Santa Claus could find them, how was he going to get a boat big enough to carry his reindeer, sleigh and presents? And how could he get aboard?

Being on a big boat was all very exciting, different and fun, but how could they have Christmas without Santa Claus?

Playing a Christmas carol tape at high volume, we got the attention of the whole cove when Santa Claus appeared at the bow and bellowed "Merry Christmas" and multitudinous "Ho, Ho, Ho"s. The elveses stationed themselves on both sides of the boat, ready with their ammunition—all kinds of Christmas candies.

When those candies started bombarding the decks of the anchored boats, you can imagine the surprise and delight of both big and little youngsters. Santa Claus had arrived by boat and found them after all! He was bringing them candy! (He must have given Rudolph and the other reindeer time off!)

The surprise and joy on their little faces was a beautiful and heartwarming sight to behold. All of the charter guests, their crews and locals responded—whistling, cheering and shrieking "Merrrrrry Chrissstmas" and "HO HO HO" at the top of their lungs, too.

It was, indeed, one of the very best Christmases that Santa Claus and his elveses ever had!

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