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ALL AT SEA CARIBBEAN



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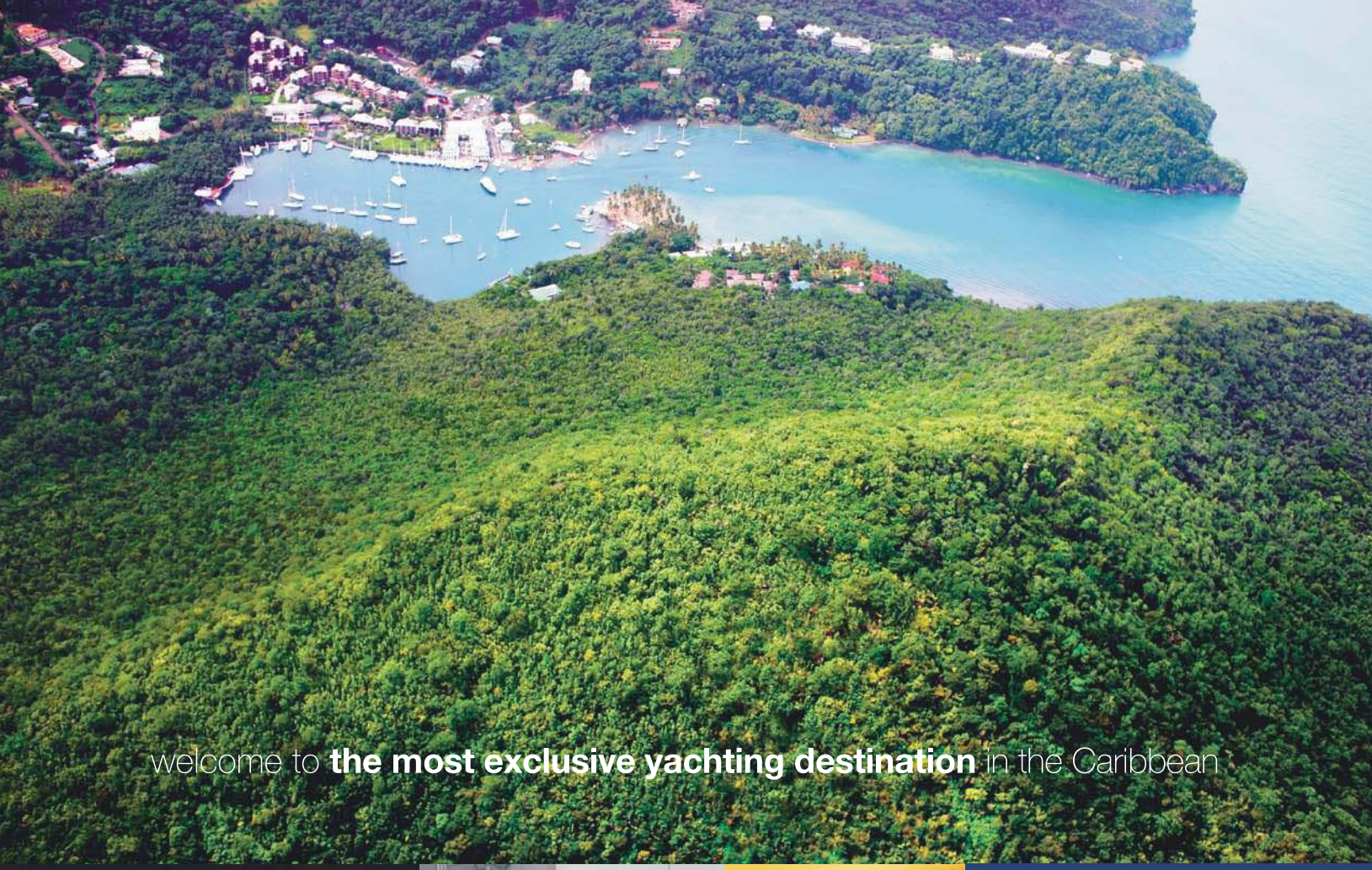
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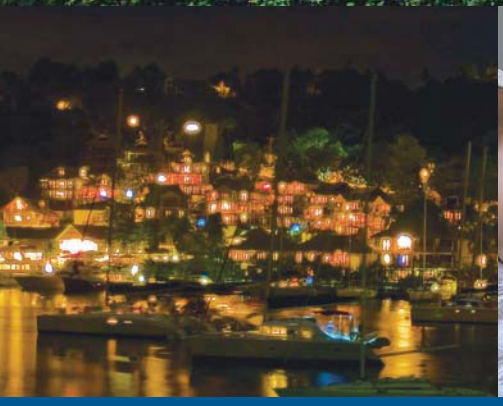
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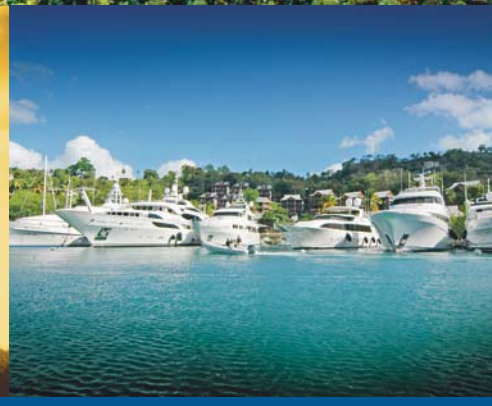


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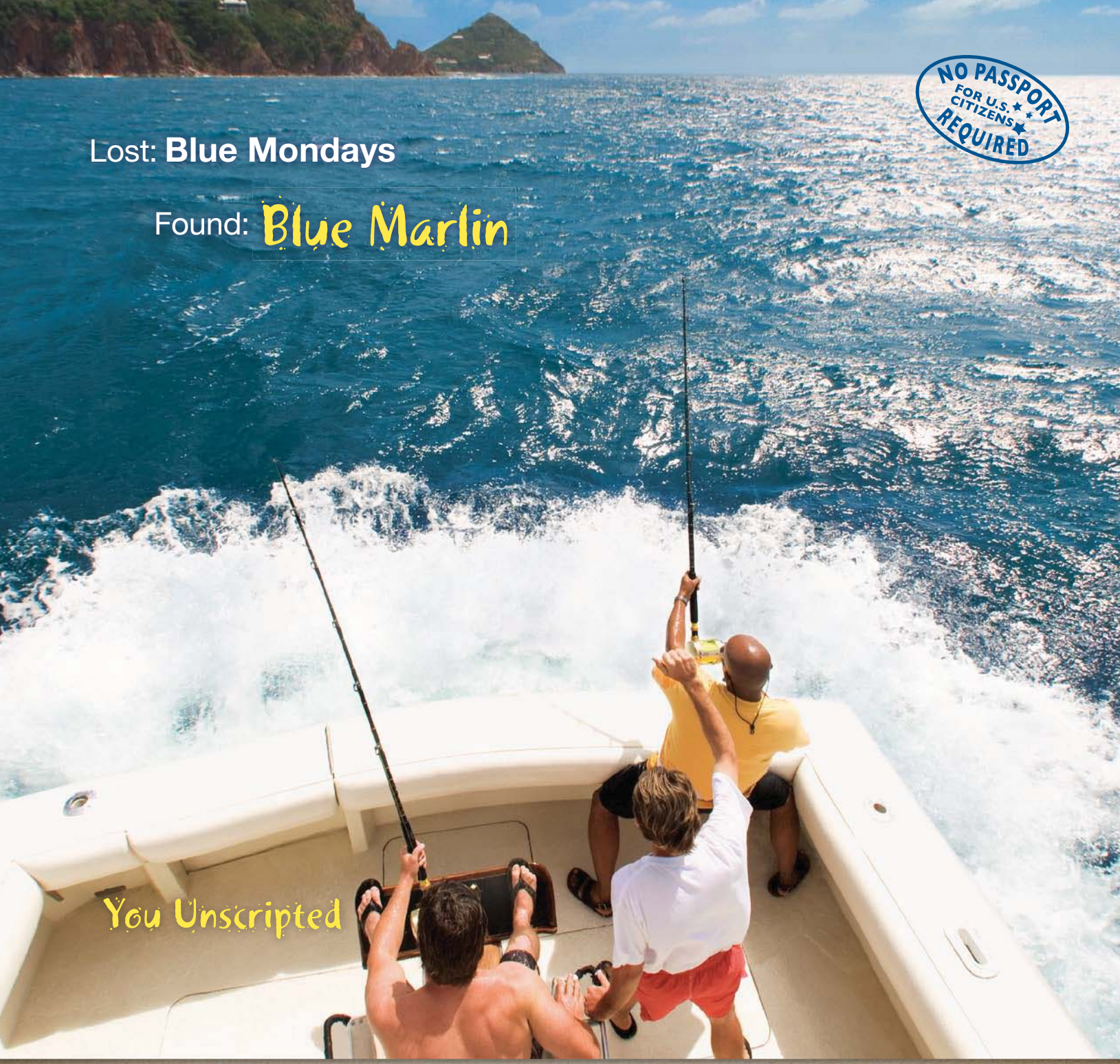
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PETS & SUPER SWABS

Carrying pets onboard is an emotional subject amongst cruisers and everyone has an opinion. I regularly cross St. Maarten's Simpson Bay Lagoon by dinghy and my course takes me past several boats that are home to a motley collection of barking dogs. Seeing them always reminds me of my early sailing days when my wife and I cruised the English Channel and often visited ports along the coast of northwest France. Back then, small, hard-chine plywood boats were all the rage amongst French sailors, and we would often see dad sculling one of these superbly seaworthy and usually engineless yachts into harbor while mom kept her eye on three or four kids and a large, usually Alsatian, dog.

Since then I have seen all sorts of animals carried as pets including a snake, a chicken and a goat, although the goat was carried as provisions. The goat caused an almighty fight amongst the crew when it morphed from meat-on-the-hoof into a pet and the skipper went to slaughter it.

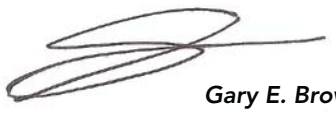
I was against having a seagoing pet until we were duped into taking a cat onboard for two weeks one summer and ended up keeping him for eight years. That cat became a legend amongst cruising sailors, and thanks to his antics, I was almost shot by an irate marina dweller when we spent a couple of nights at a Florida dock. Our Cypriot alley-cat, a bruiser by the name of Sextant, had gone aboard the man's boat and terrorized his two purebred Abyssinians, traumatizing the finicky pair for days. The first I knew about the furry furore was when the cats' owner banged on our cabin top, pointed a loaded .45 at me, and demanded I produce the villain for summary execution.

Carrying a pet can help with security; they offer friendship and can be wonderful sailing companions, but it's not for everyone. If you are thinking about recruiting a pet as part of the crew, then I hope Carol Bareuther's article *Pets Onboard* on page 32 helps you make the right decision.

Recently my wife and I were cruising down the coast of St. Maarten aboard the catamaran *Tango* as the guests of a friend who was celebrating his birthday. There were around forty adults and kids aboard the day charter boat and we had a wonderful time. As part of the cruise, we sailed into the harbor of Philipsburg where we had been told Russian oligarch Roman Abramovich had berthed his yacht *Eclipse* amongst the cruise ships at the pier. We rounded the headland and there she was. The world's largest private yacht is a sight to behold and she didn't look out of place amongst the towering sea-going holiday resorts.

Eclipse is packed with the latest technology and needs a hive of worker bees to keep the ship and her systems running. The yacht's upper decks fairly bristle with telecommunication equipment and there is even rumour of a missile defence system.

While the birthday guests hemmed and hawed over this glittering 536ft floating palace, my eye went to a boat alongside the yacht and a number of crew with swabs. Being the largest private yacht in the world obviously demands the largest and longest swabs and I was amused to see the oligarch's super swabs in action. Exactly why they were swabbing the yacht's already gleaming topsides I couldn't say. But it certainly kept me entertained.



Gary E. Brown, Editor



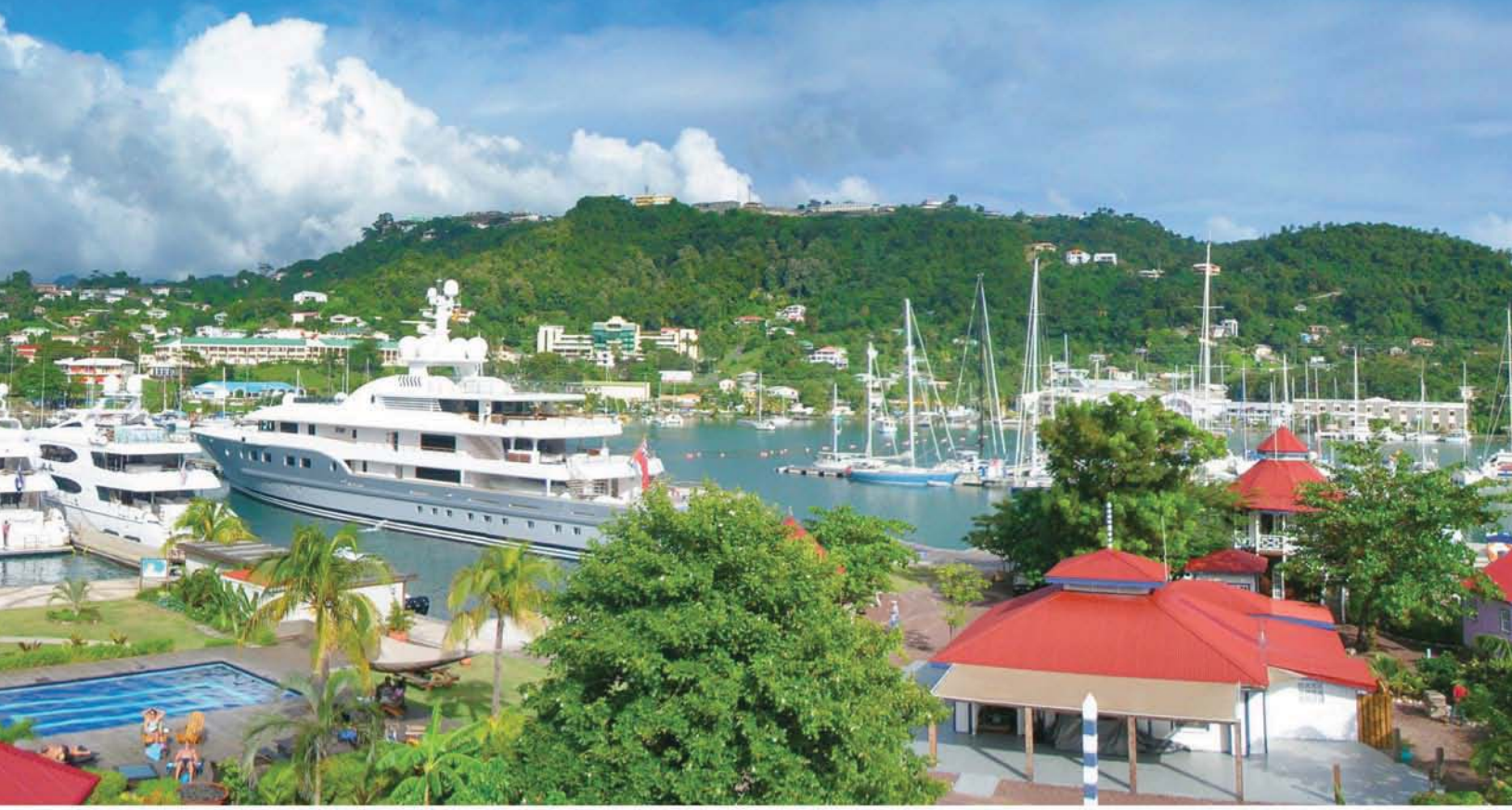
SWAB

Originally a large mop used on shipboard for cleaning decks. Colloquially a swab is a friendly epithet for a companion or fellow; it is also sometimes used to describe a contemptible or useless person. Probably from the Dutch *zwabber* – a swabber, the drudge or menial of a ship.



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COVER SHOT: *M/Y Sovereign* in Florida | **Photograph by Doug Mitchell**

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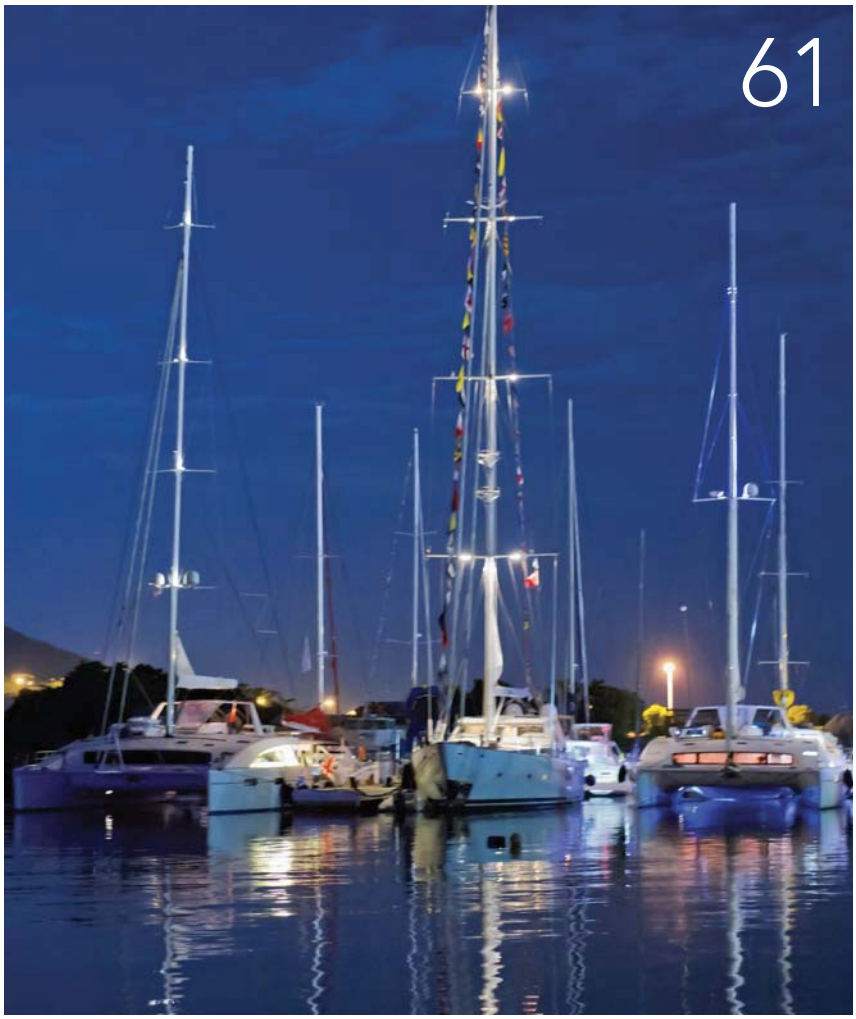


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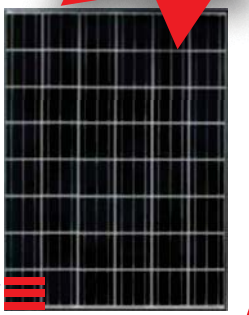
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CONGRATULATIONS, HEATHER, AND THANKS FOR READING *ALL AT SEA*!



"As the director of the St. Maarten Heineken Regatta it can be very stressful living in the Caribbean. A much needed vacation to Southern Germany, and an eight hour road trip from the Netherlands, allowed for much needed reading time. New Year's Day was especially fun with fresh slopes and lots of people. While waiting to ski, I enjoyed the last few articles of my December 2011 *All At Sea* in the fresh mountain air. This particular magazine was left in the mountaintop restaurant in Grosser Arber, just in case anyone else wanted to have a look! I bet they wondered how it got there."

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ISLAND EVENTS & INTERESTS

ALL AT SEA'S CARIBBEAN COVERAGE



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Puerto Rico's Discover the Caribbean Series: Top Talent on Show



British (B.V.I.) Virgin Islands

Anguilla

Puerto Rico

St. Maarten/St. Martin

St. Barthelemy

Barbuda

U.S. Virgin Islands (U.S.V.I.)

St. Eustatius

St. Kitts & Nevis

Antigua

Montserrat

Guadeloupe

Marie-Galante

Dominica



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Chef's Delight: The BVI Charter Yacht Society Boat Show Culinary Contest

Caribbean Sea

Martinique

St. Lucia



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Atlantic Rally for Cruisers 2011: The Great Equaliser

St. Vincent & The Grenadines

Barbados

Bequia

Carriacou

Bonaire

Grenada

Tobago

Trinidad

CARIBBEAN NEWS

A BRIEF LOOK INTO THE HAPPENINGS OF OUR WORLD

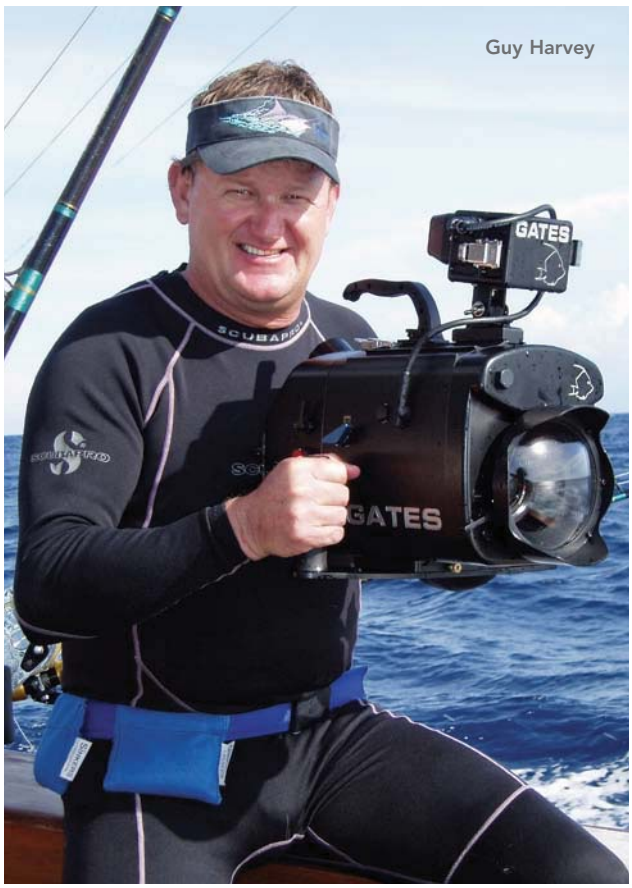
Sea Hawk paints now official sponsor of St. Maarten Heineken Regatta

ST. MAARTEN – At a party held at Bliss night club in December, the Sint Maarten Yacht Club Regatta Foundation announced that Sea Hawk Paints have joined the Heineken Regatta as a presenting sponsor.

"We are proud to be chosen as one of the Official Sponsors of the Heineken Regatta in 2012," said Erik Norrie, CEO of Sea Hawk Paints. "Although we've sponsored individual yachts in regattas throughout the Caribbean for many years, including those in the Heineken Regatta, this is the first year that we will be an Official Sponsor."

Denis Laesker, head of international sales for New Nautical Coatings Inc., manufacturers of Sea Hawk paint, was at the party to accept the official St. Maarten Heineken Regatta poster from regatta assistant director Michele Korteweg. *www.heinekenregatta.com*





Guy Harvey

Fishing Ban Extended for the Nassau Grouper

CAYMAN ISLANDS – A groundswell of public support generated by Guy Harvey's latest film *The Mystery of the Grouper Moon* has prompted the Marine Conservation Board of the Cayman Islands to extend a ban on fishing the Nassau grouper spawning aggregation site near Little Cayman.

The Board voted to extend the current moratorium another eight years after reviewing extensive research conducted by REEF (Reef Environmental Education Foundation) and Oregon State University and a public education campaign supported by the Guy Harvey Ocean Foundation (GHOF) and the Cayman Islands Department of Environment (DOE). The existing ban, in place since 2003, was due to expire at the end of the year.

"The Cayman Islands are celebrating the 25th anniversary since the formation of the first marine park here, so it is fitting that such a strong conservation effort has been made by the MCB and that common sense has prevailed," said Dr. Harvey, an internationally celebrated marine artist and a professor of marine biology, who makes his home in the Cayman Islands. *www.guyharveyoceanfoundation.org*

www.villagecayhotelandmarina.com

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CHARTERPORT
BRITISH VIRGIN ISLANDS

EVENT CALENDAR

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

ANTIGUA
FEBRUARY 20
RORC Caribbean 600
Sailing Regatta
www.caribbean600.rorc.org
racing@rorc.org.uk | +44 (0) 207 518 3131

GRENADA
FEBRUARY 3–5
Workboat Regatta
Sailing Regatta
www.grenadasailingfestival.com
gsail@spiceisle.com | 473-440-4809

FEBRUARY 23–26
South Grenada Regatta
Sailing Regatta
www.southgrenadaregatta.com
race@roundgrenadarace.com
473-444-2400

MIAMI BEACH, FL
FEBRUARY 16–20
Miami International Boat Show and Strictly Sail
Boat Show
www.miamiboatshow.com

MIAMI, FL
FEBRUARY 16–20
The Yacht and Brokerage Show
Boat Show
www.showmanagement.com

PUERTO RICO
FEBRUARY 3–5
Club Náutico de San Juan's 11th International Regatta
Sailing Regatta
www.nauticodesanjuan.com
vela@nauticodesanjuan.com | 787-722-0177

ST. MAARTEN / ST. MARTIN
FEBRUARY 4–5
INTERLUX Regatta and Interclub Challenge
Sailing Regatta
www.smyc.com | info@smyc.com

FEBRUARY 11
Hoedemaker Series - Day 3
Sailing Regatta
www.smyc.com | info@smyc.com

FEBRUARY 18
Hoedemaker Series - Day 4
Sailing Regatta
www.smyc.com | info@smyc.com

FEBRUARY 19
SMYC Keelboat Race
Sailing Regatta
www.smyc.com info@smyc.com

FEBRUARY 24–25
SMYC Multi Hull Regatta
Sailing Regatta
www.multihullregatta.com | info@smyc.com

FEBRUARY 26
SMYC Warm-Up Race for Heineken Regatta
Sailing Regatta
www.smyc.com | info@smyc.com

MARCH 1–4
St. Maarten Heineken Regatta
Sailing Regatta
www.heinekenregatta.com
regatta@heinekenregatta.com
599-544-2079

WORLDWIDE
FEBRUARY 1–3
International Marina and Boatyard Conference
Industry Conference
www.marinaassociation.org/imbc
imbc@marinaassociation.org
401-682-7334

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Grenada	Jan 27 - 31	Grenada Sailing Festival 2012
BVI	Feb 2012	Sweethearts of the Caribbean Regatta 2012
St Thomas	Mar 1 - 4	International Rolex Regatta 2012
Virgin Gorda	Mar 14 - 17	Caribbean Superyacht Regatta & Rendezvous 2012
BVI	Mar 26 - Apr 1	Spring Regatta & Sailing Festival 2012
St. Barth	Apr 2 - 7	Voiles de St. Barth 2012
Grenadines	Apr 5 - 9	Bequia Easter Regatta 2012
Antigua	Apr 19 - 24	Antigua Classic Yacht Regatta 2012
Antigua	Apr 27	MOUNT GAY RUM RED CAP PARTY
Barbados	may 17-20	Mount Gay Rum Barbados Regatta 2012

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YACHT CLUB NEWS

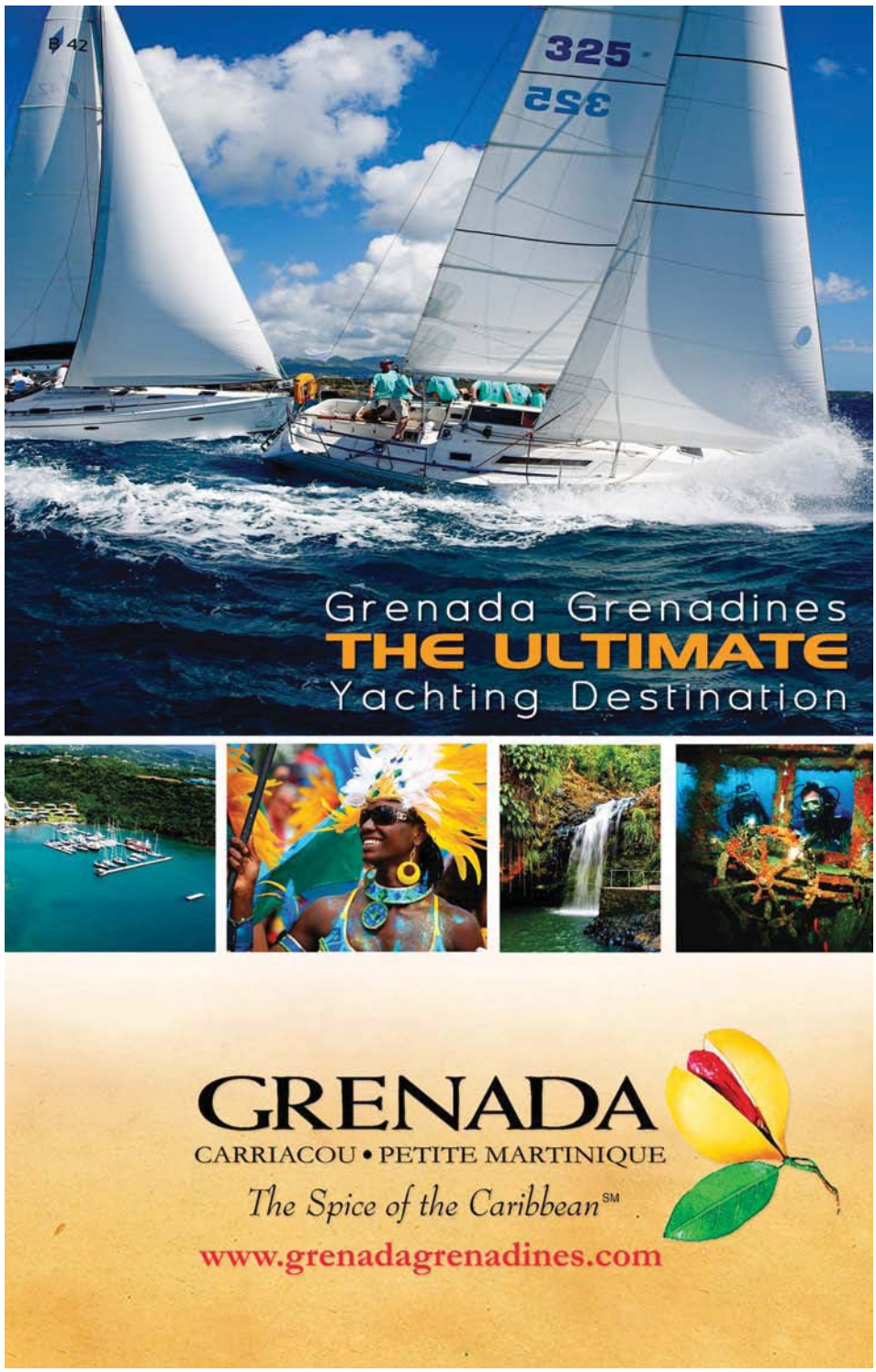
SHARE YOUR HAPPENINGS WITH THE CARIBBEAN COMMUNITY

British Virgin Islands - West End

The West End Yacht Club's Races and Fungattas have caught the eye of a traditional rum sponsor – Goslings Black Seal Rum. At a suggestion from the Goslings distributor in the BVI the club has agreed to take four of its six events and run them as a series for the racing season from May 2011 to March 2012. Boats are competing for the new trophy–The Gosling Cup. Qualifying races to date were: Foxy's Wooden Boat and Classic Plastic Regatta, The Annual Firecracker 500 and the Gustav Wilmerding All Comers race. Two races to count.

The fourth Regatta in the series will be the two race series to Anegada, aptly named the Dark and Stormy Regatta. Sign up for this regatta at *De Loose Mongoose*, Trellis Bay, on March 9th. The fleet races to Anegada on the10th for a party at *Anegada Reef Hotel* followed by a lay day with beach games, kite flying and RIB races. On the 12th, the fleet races in pursuit format back to West End, Tortola, for the final party and prize giving at *The Jolly Roger*. The organizers expect a big turnout for this event.

The 34th Sweethearts of the Caribbean and 30th Annual Classic Yacht Regatta: This unique Red Hat event will run from February 17th to 19th out of *The Jolly Roger*, with day one celebrating the Schooner Class. This is a great opportunity to see these true Grand Dames of the Caribbean. The opening day also includes a single-hander race for the intrepid braving the tricky currents around Soper's Hole. Day two includes a Classic Boat Race and Couples Race in any class of boat for two consenting couples—always a lot of fun. *For information, email Commodore Martin van Houten: martin@sailsistership.com*



UNRAVELING THE MYSTERIES OF THE GREEN FLASH

FACT OR FICTION?

BY ROSIE BURR



PHOTO: ROSIE BURR

The sun setting over the ocean makes for the perfect location to view a green flash



Stages of the green flash

PHOTO COURTESY OF MILA ZINKOVA

Have you ever managed to see the magical Green Flash—to get a glimpse of emerald green as the sun dips below the horizon? Does it really happen or is it just an optical illusion?

Not to be confused with the Fools Flash; which is simply the greenish after-image burned into your retina by looking directly at the sun. The Green Flash is tied up with so much mystery and myth that it's hard to separate fact from fiction. But it is not an optical illusion as many would believe but instead an optical phenomenon. An optical phenomenon is an observable event resulting from the interaction of light with matter.

The Green Flash was first recorded by Captain Back of *HMS Terror* during an Arctic expedition in 1836-1837. It has been written about and documented by many in science and fiction including the French novelist Jules Verne whose romantic novel *Le Rayon Vert* (The Green Flash) introduces an ancient legend that 'he who has been fortunate enough once to behold it is enabled to see closely into his own heart and to read the thoughts of others'. Perhaps this is so but I don't think scientists or meteorologists would back this sentiment however nice it seems.

The Green Flash can be seen at sunset or sunrise though the latter is less common, as it's not often you are watching in the right place as the sun is about to rise. It is not just in the tropics that a green flash can be observed but anywhere in the world with a flat horizon. The ocean works well, but so do large lakes because of their substantial heat capacity and its affects on the atmosphere. The

Green Flash seems to be synonymous for several different phenomena grouped together including the green ray, when at sunset a brief ray, or green glow, suddenly shoots up into the sky. Others include the inferior mirage flash, the mock mirage flash; there is even a cloud-top flash that can be seen as the sun sinks into distant cumulus. Rarer still is the moon's green flash, though this can not be seen with the naked eye.

Most images that are observed are Inferior Mirage flashes. These flashes of brilliant green occur as the sun dips below the horizon and passes through the lowest layer of the atmosphere. The white light of the sun that we usually see is broken up and separated by the atmosphere into different colors. Green light is refracted more strongly than red light, so are the last residual rays you see after the red rays have been blocked by the curvature of the earth. A mirage (similar to the mirage seen above a hot road) is also necessary. The mirage magnifies the difference between the red and the green that a normal atmosphere would not achieve, the red light disappears first and the green light remains, therefore a green flash occurs.

Green flashes are not always a brilliant green, they are not a sudden burst of light and do not light up the sky. They are actually a common occurrence if you know what to look for and have the right conditions. Firstly you need to be in the right location, being sailors or living in the Caribbean we are privileged to be in that location where the air is clear and free from dust and smog. In order to get the right atmospheric optics you must be above your apparent horizon where the sky meets the earth. The ocean meets this requirement but you could also be standing on a hill or a building looking out to sea or over a flat horizon. Finally the flash can be too small to be seen with the naked eye. The use of binoculars or a camera lens will greatly improve your chance of seeing a Green Flash. But it is important to know when to use these optical aids so that you don't cause damage to your eyes. It is important not to use magnification too early; if your thumb, extended horizontally at arm's length, can cover the Sun while touching a sea horizon; then the Sun is low enough to look at safely. A few minutes earlier though and the sun is a lot brighter and can cause injury to the eye. *If the sun is too bright don't look at it!*

So now you know what to look for while sitting in your cockpit, sipping on a cocktail as the sun slowly drops below the horizon. You can be one of the lucky few who get to witness the magical optical phenomenon of the green flash.

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



THE 1968 GOLDEN GLOBE RACE



PHOTO: FRANK VIRGINTINO

The remains of *Teignmouth Electron*

Writer Frank Virgintino looks back at an event that changed the sport of sailing and reflects on how one man's quest for glory ended in tragedy.

The remains of the trimaran *Teignmouth Electron* lay stranded on Cayman Brac in the Cayman Islands. Where is Cayman Brac? It is one of the two 'Sister Islands' which are part of Grand Cayman (see free cruising guide at: www.caymanislandscruisingguide.com)

In 1968 the *London Sunday Times* offered a prize for the first person to sail solo, non-stop around the world. Inspired by Sir Frances Chichester's recent solo, one-stop circumnavigation, the Golden Globe Race attracted the world's best sailors.

To put the Golden Globe Race in true perspective, consider that it predated GPS and all of the other electronic navigation aids available today. There was no satellite radio or tracking system.

Teignmouth Electron's sole voyage was a race which started with nine competitors and spanned eight months in 1968 – 1969. The man who owned and skippered *Teignmouth Electron*, Donald Crowhurst, never returned from the sea. While the race was the *Electron*'s first and only voyage, it was her sailor's last.

Donald Crowhurst was an English businessman and trained electronics engineer whose company was on the ropes. For him, simply completing the race represented a potential reversal of fortune.

Both he and his boat were inadequately tested. The safety inventions that Crowhurst had planned to incorporate and then market after the voyage were unfinished. Basically a weekend sailor lacking any blue water experience, Crowhurst and his boat crossed the starting line on the last possible day.

Less than two weeks into the race, the price for inexperience and hasty preparation became clear and Crowhurst decided to forego the circumnavigation and falsify his navigation logs. His plan was simple: he would remain in the South Atlantic until lapsed time would reasonably allow him to 'reenter' the competition near the end of the race.

What Crowhurst didn't know for sure but probably suspected was that the race committee had become more than a little curious about inconsistencies in his intermittent radio reports and that they had taken the initiative to begin a quiet investigation.

Dwelling on his own deceit and possible exposure as a fraud, it is thought that Crowhurst committed suicide by stepping off the back of his boat. From that point on the story of Donald Crowhurst entered into sailing legend.

When the *Electron* was found adrift and abandoned, Englishman Robin Knox-Johnston automatically won the shortest lapsed time prize. Knox-Johnston immediately pledged his prize to a fund for Crowhurst's family.

The *Electron* was found adrift with dirty dishes littering the galley and numerous electronic parts scattered about the cabin at 33° 11 N, 40° 28 W on July 10 1969 by the *RMV Picardy*. After communicating the find to England and following a search in the vicinity for the *Electron*'s missing owner, the *Picardy*, destination Santo Domingo, hoisted the vessel aboard. It was subsequently sent to Jamaica.

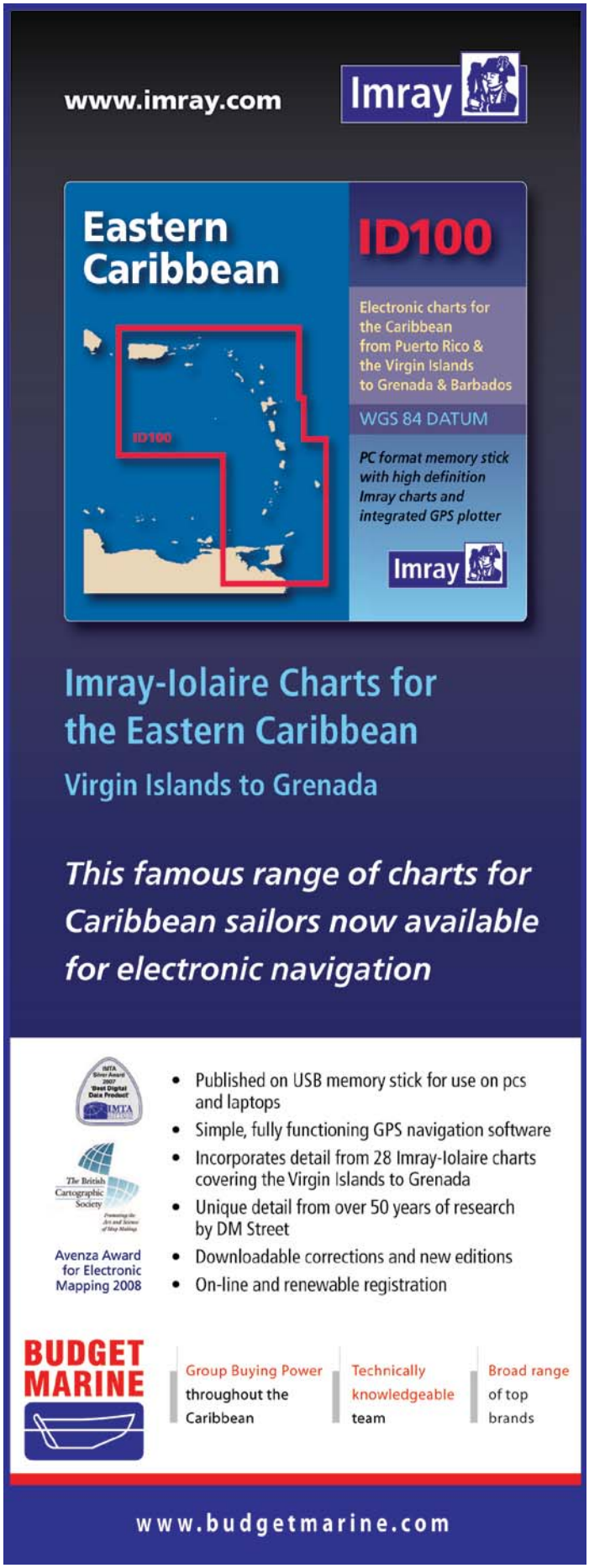
How the trimaran finally ended up stranded on Cayman Brac is a mystery.

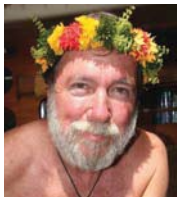
The story of Donald Crowhurst is complex. It combines undertaking alone – and against the odds – an heroic, grueling task; attempting to salvage the effort by concealment (the only sin of which a god is capable, according to Crowhurst's complex and elaborate apologia); and the surrender to a madness wherein if one sins as only a god can, then one must be as a god and … must join them. It rises to the realm of classic Greek tragedy. The story has been the subject of books, notably Tomalin and Hall's *The Strange Last Voyage of Donald Crowhurst* (1970, re-released as a paperback in 2003).

And what of the other eight men who undertook the same heroic task as Crowhurst? Robin Knox-Johnston and Bernard Moitessier were the most celebrated of the nine who undertook the sailing world's most extreme challenge. Both the ocean and the race rules were harsh mistresses. Peter Nichols, a redoubtable sailor himself, vividly assessed all nine competitors in light of why they took on the challenge, what was at stake in each of their lives, and the known and unknowable conditions they faced at sea in his book *A Voyage for Madmen* (2002).

For those of you who like to cruise and like to solve mysteries, I suggest you visit Cayman Brac. Aside from actually seeing the *Electron* you will also get to see Cayman Brac and perhaps Little Cayman as well. You will not be disappointed! You will find the Sister Islands, safe, extremely beautiful, very un-crowded and a joy to behold; albeit that they are 'off the beaten track'.

Frank Virgintino is author of a number of Free Caribbean Cruising Guides and books which can be found at: www.freecruisingguide.com





THE BRIEF ARC OF SOME SHIPBOARD ROMANCE

BY CAP'N FATTY GOODLANDER



This is Maud. She is from Belgium. She is looking for a ride from the Canaries to Brazil but wants to take her bike along

Last month I wrote a serious article about the Atlantic Rally for Cruisers (ARC). I have no idea why I did so. It was silly of me. I must have caught a delusional whiff of grandeur. Nobody cares what I think—hell, *I* don't even care what I think! In fact, life is too short for all this 'thinking' stuff anyway. Intellectualism is, like, *so* yesterday!

So today I want to focus on the most interesting aspect of the ARC—the fact that dozens of desperate females from all around the world flood into Las Palmas, Gran Canaria, in hopes of catching a yacht-ride westward.

If only one or two did so—nobody would notice. The status quo would prevail. But as soon as the women begin to band together on the docks in roving packs of sexual predators—well, it's a different story. Suddenly, the singlehanders start to get nervous. Who are all these suddenly aggressive women? Why are they laying in wait? Are they violent? Should the besieged male yachties begin to carry pepper spray?

They come in all shapes and sizes; these wanna-be transatlantic sailors. Most are young, athletic, and adventurous. But not all. There was one 35-year-old dyed-blond in spike heels who seemed like she wanted to skip right through the 'go sailing' and 'fall in love' parts so she could focus more quickly on the 'let's get divorced and make me rich' part.

Many of the women applying for crew positions aren't like this—but, nonetheless, a lot of modern sailors are now carrying waterproof copies of their pre-nups with them, even while clambering into the liferaft.

Randy Tarr, a local Las Palmas dockside lounger of Spanish ancestry, was the first to complain about the aggressiveness of the applicants. "I was sitting at the sailors' bar while checking my email and glancing at some boat porn on noonsite.com—when that Swiss girl jumped in my lap,

kissed me in a very wet way, and screamed, "… I want to, how you say in Engrish … I want to ride you the whole way across Atlantic?"

"That's right," complained another fearful sailor. "They keep whipping off my Greek sailor's cap and polishing my bald spot with their … their twin globes! It's getting harder and harder to 'just say no!'"

"… please," gasped one *really* old codger, "don't repeat the H word, okay?"

Rick off *Lunar Shade* is like a kid in a candy store. He can't believe his good fortune. "I'm done with those cyber-gyp websites like findacrew.com and galleyslave.net," he reports. "These Canary chicks are much hotter. Best of all, they have no criteria, which is perfect for me!"

Of course, Rick played hard to get. He didn't jump at the first 36-24-36 babe that rowed out.

"… actually," he admits, "they didn't just row out. They swam out. They water-skied out. They rode jet-skis out. They borrowed tenders, stole dinghies, and hijacked kayaks out! It was amazing. I was expecting them to begin parachuting onto the deck …"

"… yes, it was absolutely wonderful and magical," said Rick with a far-away smile of remembrance. "I felt young again. It was glorious. I had an entire table of beautiful bodacious babies snuggling up to me at the sailors' bar—all of whom were so much better than those ego-bruising cyber witches!"

Rick's experience with having a 'sailing cyber bride' FedEx'd to him wasn't a positive one. He was in the Med at the time—and truly at loose ends. Time hung heavy. But luckily, there was good WiFi in his marina—and he soon turned to cyberspace for solace. There he discovered a website named something like Click-a-Chick4Crew.com. Sure, it was silly and goofy—but, hey, it was only a few bucks to join—but the first picky woman asked if she'd have her own head. "Only if I, like, start doing it over the side," he replied. Not amused, the fussy woman slipped back into cyberspace. Another woman contacted him and things were going swimmingly—when suddenly everything screeched to a halt as she asked, suspiciously, "… your boat has a tiller?"

"Yes," Rick said.

"… I'm a wheel-girl," she quickly said, and that was that.

Rick sighed, and continued to refine his pitch. Finally, a young Polish girl living in Paris flew out and smiled at him. He waved her aboard—and cast off the docklines for Africa. Okay, so she wasn't the cleanest of individuals and had lots of body hair exploding everywhere—but so what? Why be picky?

The weather was pleasant off the coast of Morocco, and she cooked up a tasty meal. "Delicious!" he said. She whirled on him angrily and hissed, "… don't EVER compliment me again!"



Soon she was spending a lot of time on the radio talking to other vessels heading for the Canaries—attempting find her next watery ride westward.

The moment Rick dropped his hook in Graciosa—a tender from a French vessel swung alongside and took her off. "… buy 'em a pair shoes, and they walk out on you," Rick whispered forlornly underneath his breath.

Now, Rick didn't know anything about the ARC (Atlantic Rally for Cruisers) and the fleet of 250 vessel participating—nor did he realize what a large flock of wanna-be-boat-babes would be attending wearing stylish "Women for Sail" T-shirts.

And many of these women were far smarter than he—hell, they knew that Rick-with-a-spare bunk was arriving in Las Palmas almost before Rick did.

Some of these women not only wanted a ride westward across the Atlantic—but *needed* one as well. (Money has a way of evaporating, especially when you are young.) Thus, they put up signs in all the chandleries, haunted the dinghy dock, and walked around town literally bristling with sandwich boards screaming, "Pick me, Skipper!" As if that wasn't enough, they commandeered VHF radios—and offered their services in more and more suggestive ways. Some lucky ones managed to sleep on deck aboard boats in the anchorage—all the better to flag down 'potentials' as one put it. Another staked out the fuel dock, hoping they'd 'top off' crew along with water. The true gold-diggers ignored the anchorage—and schemed ways to crash the 'owners over 15 meters' dinner—where the dudes who could afford a decent divorce, hung out.

So guys like Rick of *Lunar Shade* suddenly found themselves in a magical position of temporary power over young, nubile women.

"About an hour before dark, I'm sitting in my cockpit—and one of the girls who wants a ride to Barbados rows out—with the entire ingredients of a gourmet meal! She comes aboard, fluffs my pillow, heads for the galley, and proceeds to cook me up a delicious feast."

All of which sounds good—but has a down side, as Rick soon discovered. "We're just sitting down to dinner … yes, she brought the candles, too, and there is a knock on my port side. It's Alicia—the one with a doctorate in music—and she's got her waterproof carbon-fiber violin with her. She wants to play Bach for me. Just as I'm about to blow her off and tell her I can't listen now—Amanda-the-Curvaceous Chiropractor approaches to starboard. She's flexing her lovely, large hands—saying something about how my spinal cord needs strengthening, stroking, or whatever. By this time, the Galley Gourmet Girl angrily sticks her head out—and tells the other two to get freak'n lost—she's already landed this fish! And I think to myself, 'Oh, dear! It's a cat-fight. Over moi! How *wonderful*!'"

Of course, the reality is that it isn't the young women who are putting the sexual overlay on much of this, but the old men. The average female crew applicant is in search of fun and adventure *generally*, while many of the men involved are interested in certain aspects of it *specifically*.

"Hey," admits Rick in a moment of candor, "I realized that your average 18-year-old babe isn't dreaming to hook up with your average 62-year-old—even if he does own a well-found boat. And, of course, I'm a gentleman. I would never, ever think to … to … be insensitive in any way."

"… but that doesn't mean I can't *dream*, does it? Or hope? I've lived with men and I've lived with women—and I just get along better with females, even while gazing upon them from afar. There's nothing evil or sick about that, is there?"

In any event, private morality aside, there are a dozen or so single-handers in Las Palmas having the time of their elderly lives. Many of them, deep in their hearts, know that 'this too shall pass'—but while it's still a buyer's market, who can blame them?

"They didn't just row out. They swam out. They water-skied out. They rode jet-skis out. They borrowed tenders, stole dinghies, and hijacked kayaks out! It was amazing. I was expecting them to begin parachuting onto the deck …"

Rick continues, "I was walking downtown and Annabelle—that's the 19-year-old French one who lives in Belgium—came running up and jumps into my arms while saying, 'I want to sail with you, Rick! Please, please! You are my first skipper. Pick me! Teach me! Show me! Take me, please take me!'"

Rick blushed. Passers-by were staring, some with frowns. "Well," said Rick, to buy some time for his embarrassment to subside, "actually, I'm not sure where I'm going … perhaps Brazil or the Lesser Antilles."

"… it doesn't matter," giggled Annabelle. "Whatever!"

Rick staggered a bit. He looked like a deer-in-the-headlights, or even the bug-on-the-windshield. He knew it would end badly at best, sure, but wasn't it better to have loved and lost than never loved at all … even when love has absolutely nothing to do with it?

"Sure," he grinned. "You and me, kid. Against the world!"

Cap'n Fatty Goodlander lives aboard Wild Card *with his wife Carolyn and cruises throughout the world. He is the author of* Chasing the Horizon *by American Paradise Publishing,* Seadogs, Clowns and Gypsies, The Collected Fat, All At Sea Yarns, Red Sea Run. *His latest book,* Buy, Outfit, and Sail, *is out now. For info visit: fattygoodlander.com*

SAILING WITH CHARLIE

THE RING

BY JULIAN PUTLEY

John had always had a burning ambition to sail. Long distance cruising was his ultimate goal. Among many other things during a 'Learn to Sail' course the subject of water consumption and showers came up. As usual Charlie explained the use of the outside shower on the back of the boat. "In tropical waters jump in for a swim, then wash yourself with Joy dish-washing liquid, it's well known amongst sailors for lathering in salt water. Jump in to rinse off and towel off to remove the salt. Whilst underway use a bucket; saving fresh water is important!"

For the next couple of mornings John used the 'Joy method' but sometime later he noticed that his wedding ring was missing, "Must have come off while I was showering, slippery stuff, that Joy." Surprisingly he didn't seem too concerned. Then he explained the story of the ring.

"We got married in a civil ceremony – must have been almost thirty years ago. Well, I bought my wife a ring but when she asked about a ring for me I said I'd rather have a new tape deck (remember tape decks?). She looked at me askance – but finally agreed. A year later she got pregnant and when the baby was born she wanted to have a christening. Just before the ceremony she remembered I didn't have a ring.

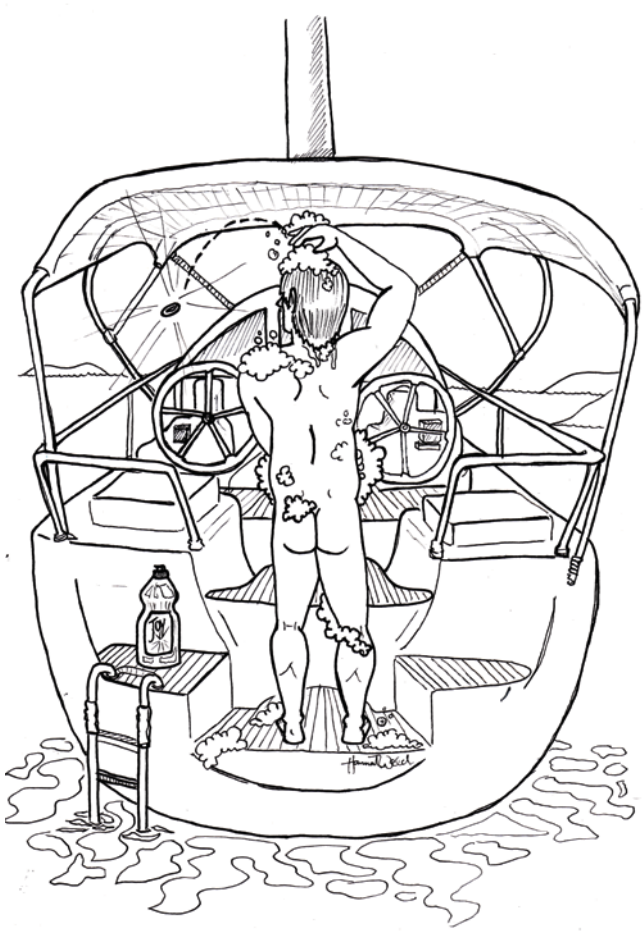
"She told me, in no uncertain terms, that I couldn't possibly go to the christening of my own daughter without a wedding ring. What would the pastor think?

"She ordered me to run to the jewelry store and get a ring. Well, the only one they had was a bit too big but I bought it anyway – and since then I never bothered to have it altered to fit. And now it's gone!"

John's sailing buddy, David, had never heard this story before and Charlie, who felt a bit responsible, sympathized. "What are you going to do?" asked David. "You know if you go home without your wedding ring your wife will think you took it off to encourage a bit of hanky panky?"

"Why don't you buy a bling ring, make sure your wife notices it when you get home, then throw it away saying you lost it on the boat?" Charlie suggested.

David thought it would be a good idea to go back to the anchorage and try to find it. "It was in about 20ft of water, that's all."



"Yeah," said Charlie, "but the bottom was grass, nearly impossible to find. I'll have a good look next week when I'm back there. If I find it I'll send it to you by snail mail – 'Love from Joy!'"

John, who should have been the most upset at his loss, just waved his hand indifferently as if it was nothing. "Never liked wearing jewelry anyway," he said.

A day after their sailing trip was over Charlie was in town and just happened to notice the two likely lads coming out of a jewelry store. He surmised that the expensive looking package probably contained a new gold wedding band for John – and possibly a luxury trinket for his beloved wife.

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

ANNUAL CARLOS AGUILAR MATCH RACE

FINDLAND'S LINDBERG WINS



PHOTO: DEAN BARNES

USA's Sally Barkow (left) and Finland's Staffan Lindberg sail the Finals

Rain in St. Thomas failed to derail any of the match racing action at the 4th Carlos Aguilar Match Race (CAMR), presented by Ulysse Nardin/Trident Jewels & Time and sailed November 30th to December 4th. The sprinkles became a squall just as Finland's Staffan Lindberg sailed over the finish line three boats lengths ahead of the USA's Sally Barkow to win the finals 3-1.

"It wasn't easy," says Lindberg, who is currently rated 15th on the world match racing circuit.

Lindberg lost to Barkow in the first race of the finals and came back to win the next three and the championship.

"Sally made good work of me in the first three starts," says Lindberg. "In the last race, we were able to pull ahead and sail one long tack to the finish."

Robert Skarp, Carl-Johan Uckelstam and Benny Ulvaeus sailed with Lindberg as crew.

For their win, Lindberg and his team were each awarded a distinctive Ulysse Nardin precision timepiece. In addition, the team received an invitation to the prestigious Stena Match Cup Sweden, in Marstrand, in the summer of 2012. The CAMR is an Official World Tour Qualifier (WTQ) for the 2012 World Match Racing Tour (WMRT).

Barkow, the fourth ranked woman match racer in the world who hopes to represent the USA in Women's Match Racing at the 2012 Summer Olympics in Weymouth, UK, says, "We were so close. We tried hard, but just didn't get it in the end. There were definitely some tough conditions. It was a good challenge."

This is the first year the Carlos Aguilar Match Race was an Open event, meaning men and women sailed both on the same teams as well as against one another.

The USVI's Taylor Canfield won the Petite Final 2-0 over the USA's Dave Perry, thus each skipper finished third and fourth, respectively.

"It was tough to get in phase with the breeze all over the course and with new crew," says Canfield, who is ranked 28th in the world and who won this event in 2008.

This is the third CAMR that Perry has competed, finishing third, fifth and now fourth.

"It's incredible to sail here because it's sunny and warm," says Perry, who is the author of Understanding the Racing Rules of Sailing Through 2012.

This four-day Grade 2 match race was sailed in Inter-Club (IC)-24s.

The St. Thomas Yacht Club (STYC) and the Virgin Islands Sailing Association (VISA) are organizing authorities for the CAMR, namesake for the late Carlos Aguilar, who was an avid sailor and match racer.

For full details, visit: www.carlosmatchrace.com

Report submitted by Carol Bareuther

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PETS ONBOARD

FURRED OR FEATHERED?

BY CAROL M. BAREUTHER



PHOTO COURTESY OF RICH AND LISA CASSARINO

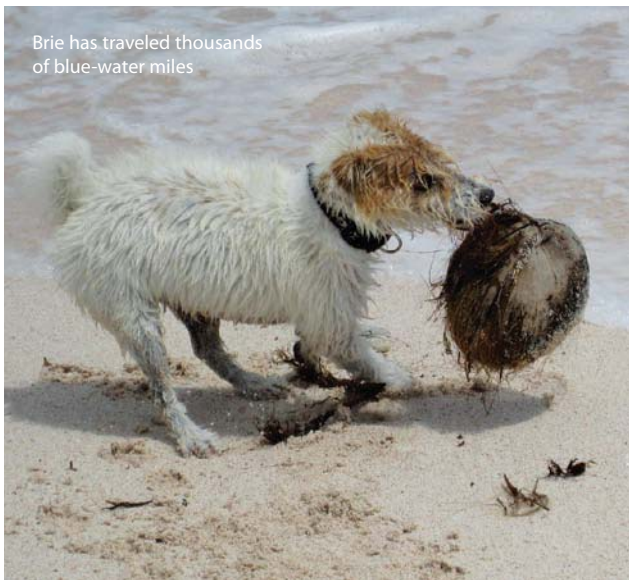
Lisa, Reggie (dog) and Rich, charter their Lagoon 57 *Priorities* in the BVI

Pets – dogs, cats and even birds – can make wonderful cruising or charter crew. But before you cast off with a furred or feathered friend onboard, there are key points to consider. Here's good advice from a few pet-loving sailors.

First, pick the right pet for your sailing situation.

"Size is a major consideration," says Joan Conover, cruising station coordinator for the Seven Seas Cruising Association (SSCA) who sails aboard the Morgan OI 511, *Growltiger*, with her family. "While we have had Labradors for years, we enjoy a smaller dog and the smaller 'environmental footprint', meaning the food plus the pee and poo."

Linda Knowles, who cruises aboard the Jeanneau 54, *Sapphire*, with husband Bill and ten-year-old Jack Russell terrier, Brie, from New England to the Caribbean, agrees. "My husband likes big dogs and I favor small. But when we



Brie has traveled thousands of blue-water miles

PHOTO COURTESY OF LINDA AND BILL KNOWLES

decided to go cruising we looked for a breed that would be small in size with a big personality."

Sometimes it's the pets that pick their owners, says Chris Allison, who with wife Kelly, charter their Gulfstar 54 Motor Sailor, *Verna Breeze*, out of the U.S. Virgin Islands, with cats Pete and Zoro aboard. "We met Zoro, then a six-week-old male kitten that was playing with bottle caps and generally looking for a home, when we did some cruising and ended up in the marina at Puerto La Cruz, Venezuela."

Allison says that cats are for the most part easier than dogs. "Cats are a lot more self-sufficient, a little less obvious, and more adept overall at moving around on the boat. On the other hand there is still nothing like the unconditional love of a dog. So everything is a trade-off. However, it is my opinion that young animals probably adapt better to the lifestyle."

Yet, John Gould and Heidi Wheeler, who charter the 50ft Beneteau Sloop, *Antillean*, out of the U.S. Virgin Islands, have a bird on board. "We have our Smee (a native Trinidadian parrot) onboard in a space that is 20x20x20-inches," says Gould."

Secondly, consider the practicalities. One of these is 'boat-breaking'.

Rich and Lisa Cassarino, who charter their Lagoon 57, *Priorities*, out of the British Virgin Islands, with Golden Retriever, Reggie, were one of many who have puzzled over this situation. "We started cruising down from Rhode Island and tried everything to get Reggie to go," explains Rich Cassarino. "We tried puppy pads, Astroturf and even a coiled rope in the corner that someone recommended and he ended up holding it for two-and-a-half days. That's why we don't take him offshore anymore. On charter, we just dinghy ashore in the morning and afternoon."

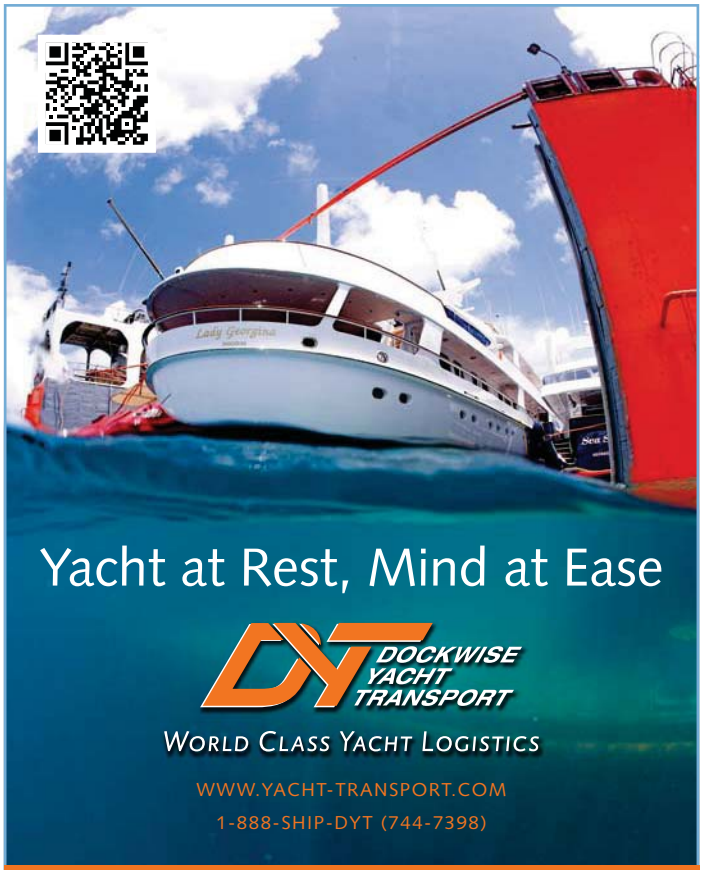
The Knowles tried all the same tricks until what clicked with Brie was going on the bow where her 'necessaries' are just washed off. "We have tight-weave mesh netting that runs around the boat as high as the first lifeline," Linda explains. "You hardly see it, but it's Brie's security blanket when she needs to run up to the bow and we're underway."

All cats need is a litter box and they're ready to go, says *Verna Breeze*'s Allison. "We move it from cabin to cabin and they always find it. A few other boats we know have trained their cats to use the head."

The second practicality is 'clearing-in' if you're traveling to foreign ports.

"Do not try to go under the radar," says *Antillean*'s Wheeler. "If caught, it will only make life harder for other pet lovers."

Health certificates from vets, implanted microchips, vaccinations and fees may all be required. However, this can depend on whether you're 'importing' a pet or are considered 'in transit'.



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Martinique	→	Taranto	06/2012
Martinique	→	Toulon	06/2012
St. Thomas	→	Palma de Mallorca	04/2012
St. Thomas	→	Port Everglades	04/2012

TO THE EAST COAST USA

St. Thomas	→	Newport (*via Freeport*)	05/2012

VOYAGES FROM THE MEDITERRANEAN
TO THE CARIBBEAN

Palma de Mallorca	→	St. Thomas	05/2012
Toulon	→	St. Thomas	03/2012

TO THE EAST COAST USA

Genoa	→	Port Everglades	04/2012
Genoa	→	Port Everglades	05/2012
Palma de Mallorca	→	Newport	05/2012
Toulon	→	Port Everglades	03/2012

VOYAGES FROM THE MED (cont'd)
TO THE CARIBBEAN

Port Everglades	→	Le Marin	03/2012
Port Everglades	→	Le Marin	06/2012

VOYAGES FROM THE EAST COAST USA
TO THE MEDITERRANEAN

Port Everglades	→	Genoa	03/2012
Port Everglades	→	Marmaris	06/2012
Port Everglades	→	Genoa	05/2012
Port Everglades	→	Palma de Mallorca	04/2012
Port Everglades	→	Palma de Mallorca	06/2012
Port Everglades	→	Taranto	06/2012
Port Everglades	→	Toulon	03/2012
Port Everglades	→	Toulon	06/2012

VOYAGES TO THE BAHAMAS

Palma de Mallorca	→	Freeport	05/2012
St. Thomas	→	Freeport	05/2012

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Third and finally, consider your pet's crew position. Raleigh, a Cuban-bred Havanese, who sailed with owners Jacquelyn and Robert Watt, from Alaska to Seattle on their 40ft boat, *Shadowfax*, is trained to retrieve for Jacquelyn who sails with two hip replacements, a fused back and severe arthritis in both hands.

"Raleigh helps me down below to put toys and shoes away on command," Jacquelyn says. "His line-pulling is a new skill ... he will place lines in my hand if I ask."

Smee's job on *Antillean* is to put on a show with his acrobatics and chattering. He calls out in his parrot-like language to passing boats asking for coffee and biscuits.

Finally, pets like *Sapphire*'s Brie deliver pure friendship.

"We pulled into The Bight in Norman Island and people on a boat next to us yelled over 'Hi Brie'," says Knowles. "Then we went to the Bitter End, to the Chesapeake and here in New England and we hear the same thing from other boaters. Brie's so popular that she has more Facebook friends than my husband and he works at the Herreshoff Museum."

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



"Pieces of Eight ..." Parrots and sailors have a long history

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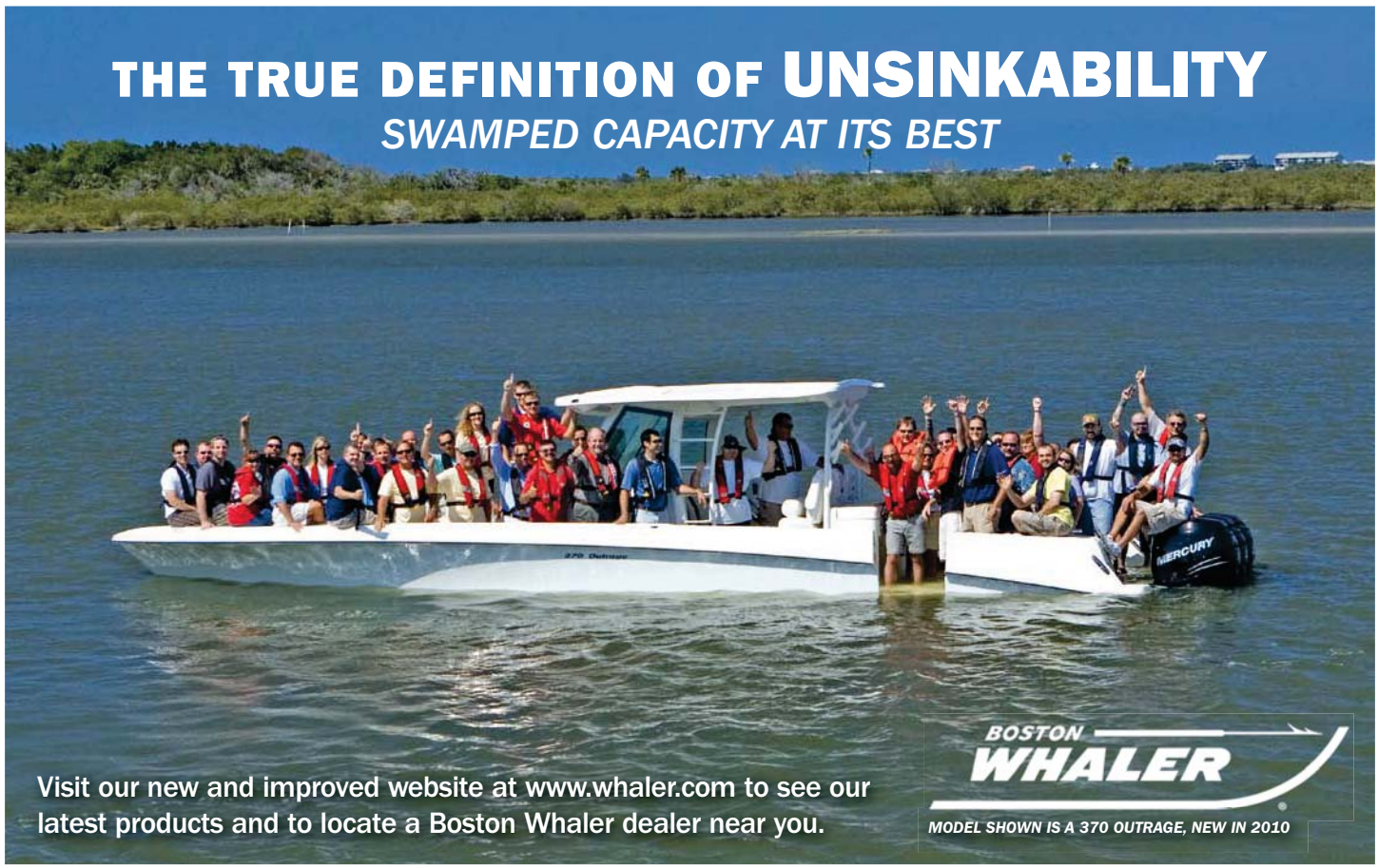
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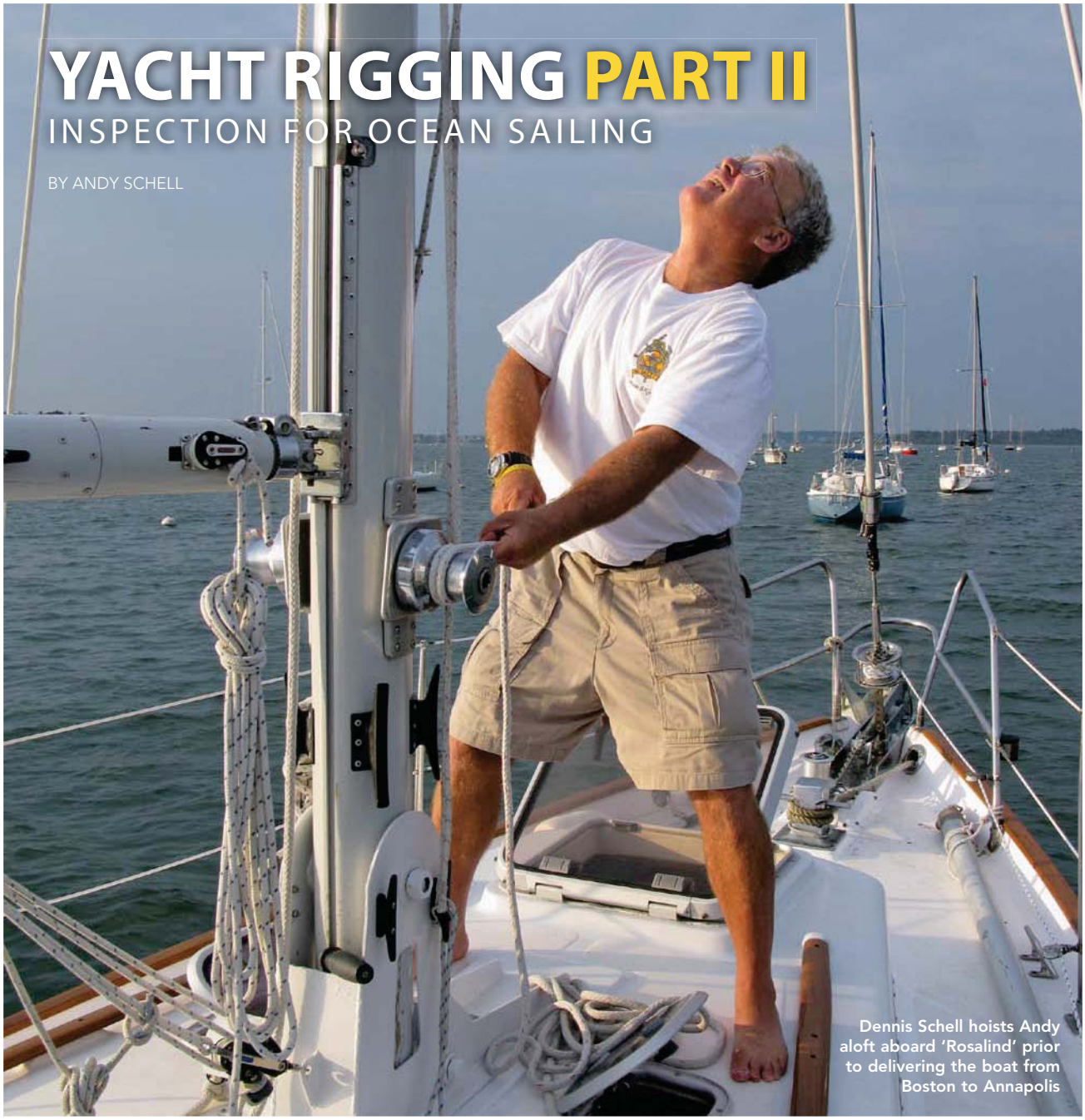
BOSTON WHALER

MODEL SHOWN IS A 370 OUTRAGE, NEW IN 2010

YACHT RIGGING PART II

INSPECTION FOR OCEAN SAILING

BY ANDY SCHELL



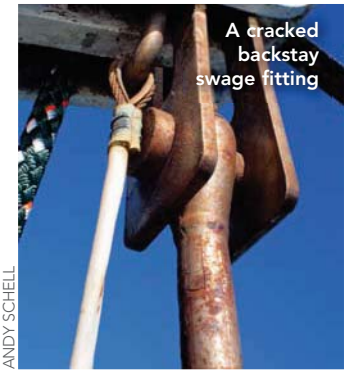
MARIA KARLSSON

Dennis Schell hoists Andy aloft aboard 'Rosalind' prior to delivering the boat from Boston to Annapolis



SOUTHBOUND YACHT RIGGING

Often hard to spot – a crack like this can have devastating consequences



ANDY SCHELL

A cracked backstay swage fitting



SOUTHBOUND YACHT RIGGING

Bent turnbuckles should be replaced

Any skipper of an ocean-going yacht should have practical knowledge of every onboard system relied upon at sea. Aside from keeping the water out of the boat, a yacht's rig is its single most important system.

Much is written about seamanship, though often only after something troubling happens at sea, or when a yacht is handled bravely in lousy weather. But good seamanship starts long before a voyage ever leaves the dock, and it should start with the rig. The best seamanship is boring, routine and purposefully un-dramatic, and is therefore usually not written about.

Rig inspection starts the instant you step aboard, and begins with a question – when was the rig last refit? If the answer is more than ten years ago, it is probably time. At the least, the inspection ought to be more thorough. And it includes all the lines, sails, blocks and winches used to sail the boat.

I start by having a casual look around on deck. I can tell immediately what to expect simply by noticing subtle details. Are there cotter (split) pins in the turnbuckles? Do the sheets and halyards appear frayed? Does the furling drum look 'right?' Are the spreaders bisecting the shroud angle and not 'drooping?' Are there rust streaks below decks on chainplate bulkheads? If those things are more or less correct, it is usually an indication that the rig will be in good shape, and likewise the rest of the boat. A neglected rig – no cotter pins, bad stitching on a jib clew, moldy running rigging, stiff winches – often means a neglected boat.

Following that initial walkaround, I take a closer look at things, already with an idea of what I might find. Do the swage fittings at deck level show signs of distortion, hairline cracks or rust? Do all the clevis pins fit perfectly in their holes? Is the mast standing straight and true? Sight up the mast track like you would down the barrel of a gun – it is remarkable how accurate the human eye is in detecting discrepancies. Are the shrouds tensioned more or less equally on either side? Test by using the same arm and compare the tension on opposite shrouds – you will notice by feel whether they are close or not, and only a fine-tuned racing boat requires using a Loos gauge.

Go aloft. Much has been written recently about this subject after an accident in Antigua involving a powered winch. There are a couple ways of safely going up a rig (I like to free-climb, while a person on deck takes up slack in the halyard with a few turns round the winch), but make sure you know what you are doing – and more importantly, that the person belaying you knows what they are doing.

I always start an inspection from the masthead. Check every connection in the standing rigging – recall that rigging acts like a chain, and is only as strong as its weakest link. Again, are swage fittings cracked? Metal fatigue puts longitudinal stress



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on the swage, and hairline cracks form lengthwise over time, a sure indication of imminent failure. The worst I have seen was on an aging Passport 40 in the Panama Canal – the backstay swage fitting was cracked open at least a full millimeter for its entire length. I came immediately and swiftly down. Are cotter pins securely in place on all clevis pins? Is the shackle on the furling headsail seized or secured with a black cable tie (black resists rotting in the sun far longer than white)? Do the masthead sheaves roll smoothly, and do the halyards fit through them correctly? Are the clevis holes on the mast tangs smooth and round or have they gotten egg-shaped over time? Many times when an owner re-rigs, they neglect to change the tangs and the bolts that hold them in place – again, recall the rigging chain effect and its potential consequences.

Working down the rig, check the spreader connections. Any sign of cracks? At each spreader tip, ensure that the shroud is somehow secured on the end (often with seizing wire). This usually requires removing the spreader covers, which sometimes brings surprises, as they can trap water and accelerate corrosion (likewise with turnbuckle covers). Check also for chafe gear aloft – is there anything the headsails can catch on when coming through a tack?

Back on deck, take a very close look at the chainplates. Precisely where the chainplates penetrate the deck is where crevice corrosion occurs, due to an often-wet environment and a lack of oxygen. Stainless corrodes from the inside out in these instances, and will literally disintegrate over time, often with the only indication of a problem being a catastrophic failure. If the boat is around ten years old and the chainplates have never been replaced or pulled for inspection, now is the time. It is inconvenient to be sure, but a leading cause of rig failure at sea.

Though unlikely with a well-maintained rig, failures do occur. In the next and final installment, we will discuss some of the most common failures and how to handle them at sea.

Andy Schell is a sailor and journalist. He has worked professionally as a yacht rigger at Southbound Cruising Services in Annapolis, MD. He and his wife Maria Karlsson re-designed the rig on their yawl Arcturus *before setting out across the Atlantic last summer. Find them online at fathersonsailing.com.*





Andrew Lewis of Trinidad & Tobago

PHOTO: ONEDITION

2012 SUMMER OLYMPIC SAILING PREVIEW

CARIBBEAN SAILORS LOOK AT THE PAST, PRESENT AND FUTURE

BY CAROL M. BAREUTHER



Olympic hopeful Raul Aguayo



Enrique Figueroa

PHOTO: DEAN BARNES

The Caribbean boasts a wealth of competitive sailing talent. Yet in the 51 years since the region first sent sailors to the Summer Olympics – starting when Richard John Bennett and Gerald Bird from Trinidad & Tobago finished 30th in the Flying Dutchman Class at the 1960 Summer Olympics in Rome, Italy, only one sailor has brought home a medal. That is the U.S. Virgin Islands' Peter Holmberg, who won a silver medal in the Finn during the 1988 Olympics in Busan, Korea. Will Holmberg finally have company in 2012? Past and present Caribbean sailing Olympians speak out on what it means to be an Olympian and what it takes to win a medal.

The chance to sail at the pinnacle of the sport has been a highlight for four-time Olympic multihull sailor Enrique Figueroa of Puerto Rico. "It has also taken me places that I have only dreamed about and provided me with a sailing family worldwide."

The Olympics on a resume opens doors, adds Curacao's Cor van Aanholt, who sailed the Laser in 2000. "It gives you credibility in the sailing world, sporting world and beyond. But, of course, it only gives you chances. You still have to grab the chances and do something with them. It doesn't give you a free ride."

It certainly isn't easy to get to the Olympics let alone win a medal. Holmberg competed in 1984 before winning his silver in 1988. It was during a long drive from Los Angles to Florida in the wake of the '84 Games that he figured out a winning plan: a concentrated two-year campaign.

"I trained at home, often by myself, often into the night," Holmberg describes. "Then, when I got a second Finn, I asked other good sailors from the Yacht Club to come out and train with me. I would fly to the US every few months to do regattas and gain fleet smarts. Then I made three really key decisions. I decided to host a training session at home in the VI, inviting three really good US sailors down to train with me one winter. Next key decision was to fly to Korea, test the conditions and the Finns they were building for the Games. From this experience and seeing that the conditions were going to be extreme, I bought one of the prototypes, shipped it home, and did my final year of training in the VI. I then selected one other small nation sailor to team up with, provided him a place to live, and a faster boat to train with against me. We set a course in the middle of Pillsbury Sound and did two long races a day. Then in the final month, we moved to the exact Olympic schedule, eating at the scheduled times, starting our race at the 1pm race time, and doing the full Olympic course each day."

Fast-forward nearly a quarter century and some of the regions hopefuls for the 2012 Summer Olympic Games, which will be sailed out of Weymouth, UK, include: the



Inset: Early days – Peter Holmberg; below: Peter Holmberg (right) sailing in the Carlos Aguilar Match Race (2010)

PHOTO: DEAN BARNES

Dominican Republic's Raul Aguayo in the Laser; the USVI's Cy Thompson in Laser and Mayumi Roller in Laser Radial; St. Lucia's Stephanie Devaux-Lovell in Laser Radial; Puerto Rico's Raul Rios and Marco Teixidor in Men's 470 and Curacao's Monique Meijer in Female RS-X, Dennis van den Berg and Ard van Aanholt both in Laser Standard, and Philipine van Aanholt in Laser Radial.

This year's Summer Games literally represent the next generation for Curacao's van Aanholt.

"Ten years ago, when we started the youth program in Curacao, I would not even have dreamed about having one of the kids of the program to sail an Olympic Qualifier just 12 years after I participated in Sydney," says van Aanholt. "And look! We have three campaigning sailors, two of them being my children. Lots of people think I am training and coaching my children, but that is not the case. What I do is find the best coaches for them and define what type of coaching they need at certain times in their career."

Yet another Caribbean sailor who hopes to sail in Weymouth is Andrew Lewis, of Trinidad & Tobago. Lewis eloquently sums up just what this means to him: "I want to sail in the Olympics because it is a dream of mine. I want to win the gold medal in my sport and for my country. I know that my sailing at the Olympics will inspire a whole new wave of young sailors in T&T and help the sport to grow. This is a great responsibility, but one that I am looking forward to."

Finally, Holmberg offers this sound advice to future generations of Caribbean sailors who aspire to the Olympics. "Analyze your strengths and weaknesses from here in the Caribbean. Stop following the herd. You will not be able to outspend or out-campaign the big countries. But you can out think them. You must think outside the box. The Olympics are so unique, so difficult to succeed at, that you must do something extraordinary if you hope to win."

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



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NEW DOMINICAN NAVAL AUXILIARY

COOPERATING TO SAVE LIVES

BY CAROL M. BAREUTHER



Cooperating to save lives at sea



Training sessions include navigation and seamanship

Sailors, sports fishermen and pleasure boaters who cruise the seas surrounding the Dominican Republic can now do so with a feeling of safety and security. If a mishap arises, the impressively capable 220-member, 135-boat and eight-aircraft strong Dominican Republic Naval Auxiliary (Los Auxiliares Navales Dominicanos or AND) is standing-by.

The first steps to AND's foundation started in 2008 when the U.S. Coast Guard (USCG) Auxiliary together with the USCG's Sector San Juan hosted a Caribbean Search & Rescue (SAR) Conference in San Juan, Puerto Rico. The three-day meeting was attended by officials and volunteers from over twenty Caribbean island nations. One of those attendees was Capt. Edmundo Félix Pimentel, chief of logistics for the Dominican Republic's Navy.

"We had lunch with Capt. Pimentel and he said the time was right to form a volunteer organization akin to the USCG Auxiliary in his country," explains John Cooper, the Islamorada, Florida-based Caribbean Division Chief of the USCG Auxiliary's International Affairs Directorate. "While the Dominican Republic doesn't have a Coast Guard, its Navy is tasked with functions such as search and rescue. The idea of forming an organization such as AND was to train volunteers to assist in SAR activities, pollution control and recreational boater safety education in order to allow more time for the officials to perform tasks that only they could do such as law enforcement, drug and migrant interdiction and port security."

The new organization was started in May 2009 by a group of successful Dominican businessmen led by Jose Antonio Najri and Dr. Freddy Reyes. Cooper, David Elliot, USCG Auxiliary Operations Response Department Chief, and the USCG's District 7 CDR David Allen, were on hand as well

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International group of lifesavers

as a contingent of Dominican Republic Navy officers and several prospective members. The US team was in Santo Domingo to conduct a Subject Matter Expert Exchange (SMEE) in order to assist the Dominicans in setting up AND. The objective was to give the Dominican Navy the benefit of the USCG Auxiliary's 70 years of experience in operating a volunteer SAR organization. The Dominicans then modified the methodologies presented to meet their particular needs. Finally, on December 15 2009, Capt. Juan Carlos Porcella, AND's executive director, announced the formal presentation of the new organization to the Dominican public as a result of the signing of the official formation decree by Dominican President, Dr. Leonel Fernández.

Twenty days later, on January 7 2010, AND was called upon for its first SAR mission.

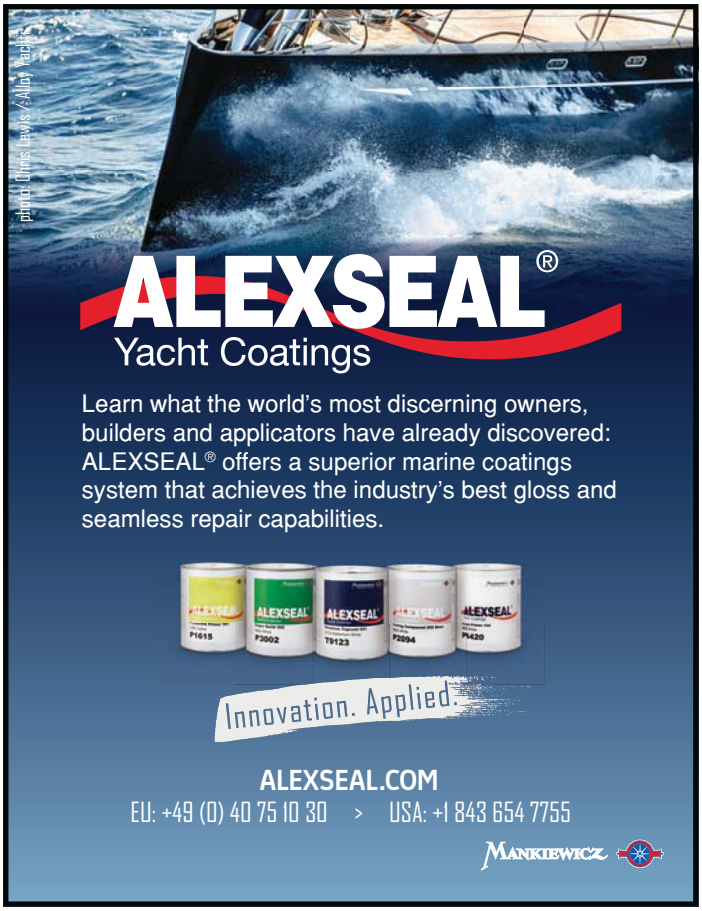
"A boat with four persons on board sailed from Marina Zar-Par for sport fishing and they did not return," Porcella tells. "We were notified by the Dominican Navy that night and we made a strategic plan with search boxes for the last probable known position. At that time we only had 22 members, however, we coordinated a massive SAR operation in our Advanced Command Post at Club Nautico de Santo Domingo. Three Dominican Navy vessels, a USCG C130, a MH-65 helicopter, about 17 civilian vessels and three aircraft (that later joined Auxiliares Navales Dominicanos) performed the SAR with coordination by the Dominican Navy and USCG. Unfortunately, we found two bodies four days after this incident. Both bodies were wearing life jackets, one was a female. Apparently they drowned due to the effects of hypothermia. After this incident, 147 auxiliarists applied to join our organization."

Over the last two years, AND volunteers have participated in several training sessions. The first one was held by the USCG Training Team to teach the use of the Incident Command System (ICS-100 and 200). Other training focused on seamanship and navigation, SAR and basic maritime first aid. The result: over 35 lives have been saved.

For example, on November 13 2010, Capt. Elias Cruz, commander of AND's North Region received a distress call from an American vessel. He immediately dispatched his vessel to the coordinates provided by the boat in distress. The three Americans on board this 60ft yacht were transporting medical and food relief to Haiti. Their distress call was due to engine failure and taking on water due to inoperative bilge pumps.

"Our plans for the future are to continue to receive training, promote safety and continue to grow," says Porcella. "Since our island is in the middle of the Caribbean, our existence is very important for the safety of people at sea and our tourism industry."

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



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PUERTO RICO'S DISCOVER THE CARIBBEAN SERIES

TOP TALENT ON SHOW

BY CAROL M. BAREUTHER



Dinghy regatta winner Miguel Monllor; Inset: Opti sailor Savannah Baus on the podium. Savannah was top girl of the regatta



The waters off Puerto Rico's beautiful south coast city of Ponce were alive with a celebration of sailing last November for the Ponce Yacht & Fishing Club (PYFC)'s 22nd 'Discover the Caribbean Series (DCS), A Sailing Festival'. This four weekend-in-a-row event really spotlighted some incredible talent.

A mix of heavy and light winds created challenging sailing conditions for the traditional two-weekend big boat regatta which saw 38 yachts compete in eight classes. The competition was so close in many of the classes, which ranged from locally-built wooden chalanas to sleek fiberglass production boats and one-design J/24s and IC24s to PHRF racers and cruisers, that many winners weren't decided until the last race.

This was especially true in the Cruising Class where Juan Bosch, driving his J/110 *Candela* triumphed over Emilio Bonet's *ONC 2C* by one point.

"Points between the class were very close," says Bosch. "The race we enjoyed the most was the first race on the second weekend. The wind shifted 360 degrees and speeds varied from zero to up to ten knots. This race used all of our skills to come from last place to first place. We did this by focusing on boat speed, very aggressive mainsail trimming and anticipating wind changes and puffs."

Competition was equally keen in Racing A. Sergio Sagramoso, on his brand new J/122 *Lazy Dog* handed Quique Gonzalez, helming his J/80 *Otra Kosa* second place by three points.

"It was interesting because we were racing quite different boats, from a J/80 to a Henderson 30 to us, and this meant that, even though we were ahead boat for boat by a long shot, we still had to keep pushing hard to beat out the smaller boats on corrected time," says Sagramoso. "We were initially trailing *Otra Kosa* and only won after discarding the throw-out."

It was a battle of the generations in the IC24 class, where Robbie Ramos – who won many regattas in the 1980s sailing as tactician with Eric Tulla on *Son of Syndicate*, triumphed

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Racing A winner Sergio Sagramoso's *Lazy Dog*

by eight points over second place finisher, Jorge Santiago – who won a silver medal in the J/24 at the 2010 CAC Games.

"Jorge and his crew were in the lead on the first couple of races, but at the end of the first weekend, I along with my crew on *Orion* was first by just two points," Ramos explains. "The second weekend I kept my lead on Saturday and won the class, since Sunday's race was cancelled due to lack of wind. Great team work and very good tactics were the key elements to our success."

The last weekend of the DCS featured the Discover Dinghy Regatta, which offered Olympic style racing to top contenders shooting it out on the water in Sunfish, Laser, and Optimist classes. Alejandro Monllor won first prize in the Sunfish division, out-sailing his mentor, PYFC Junior Sailing Coach Jorge Santiago, while Monllor's brother, Miguel, won the top prize overall in the Optimist division.

"I placed third only in the first race but then all the races were exciting as I placed bullets in all of them," says Monllor. "My strategy was always good starts. Besides the starts I need always speed because it was light wind. I'm really happy for winning this regatta; it was a qualifier for the national team."

Finally, this year's DSC started off with the Escape to Coffin Island Stand-Up Paddle Board Race. The event featured a mix of elite and open-class racers as well as novice paddlers and juniors as young as nine-years-old.

"Conditions turned to a 'no winder' making for a flat and hot 8.5-mile paddle board race," says organizer, Heather Baus.

Elvin Maldonado won the men's division and the overall prize, while Baus placed first in the women's division. Nine-year-old Savannah Baus and 12-year old Bobby Flynn were the youngest competitors and both completed their first elite race. First overall open class male finisher was Pablo Cabral with Rosaly Garcia tops in the women.

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

HOBIE 16 NATIONAL CHAMPIONSHIP

FIGUEROA & MALATRASI WIN IN PUERTO RICO

BY CAROL M. BAREUTHER



PHOTO: PUERTO RICO HOBIE CAT ASSOCIATION

Hobie Cats ready to race

Ten teams representing sailors from Puerto Rico and the U.S. took to the waters off Isle Grande for the fourth Puerto Rico Hobie 16 National Championship, December 9th to 11th. At the end of the ten race series, the husband and wife team of Enrique Figueroa and Carla Malatrasi emerged victorious with nothing but first place finishes. This didn't mean the competition wasn't keen or that conditions weren't challenging.

The top three teams of Figueroa and Malatrasi followed by Keki Figueroa and Natalia Olivero (2nd) and Francisco Figueroa and Jolliam Berrios (3rd), are incredibly talented. Winner Figueroa, who is a four-time Olympian, picked up a gold medal at the 2011 Pan American Games, while the second place finishers are silver medalists at the 2010 Central American and Caribbean Games. Third place finishers Figueroa and Berrios won the Hobie 16 North American Championships this fall.

"In the end," says winner Figueroa, "Everything went well for us. The boat felt great. It seemed like the tuning was just right in all the conditions. Although we were a bit rusty sailing in heavy air conditions, we survived in one piece. The main target for us was to have fun, so we did."

Conditions proved incredibly challenging. The first day saw 18 to 22 knots with higher gusts during rain squalls and six to eight foot seas. The crazy chop made sailors feel as if they were in the spin cycle of a washing machine. The second day proved tamer with 15 to18 knots of breeze, while the last day was picture perfect. Even though the wind came up late, the race committee was able to run two races.

"Staying upright and choosing the right side of the course were the key for the three days of the competition," says Figueroa.

Hobie cat sailing has been popular in Puerto Rico since the 1970s. Since then, and the formation of the non-profit Puerto Rico Hobie Cat Association, members have won gold and silver medals in prestigious national and international competitions.

"Today," says Figueroa, "although small in numbers, the Hobie 16 is one of the most competitive fleets on the island. With the sailing school now in Carolina it is a just a matter of time before the young talent starts to develop."

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USVI HOLDS INAUGURAL OPTIMIST CHAMPIONSHIP

TERRITORY'S TEAM FOR 2012 OPTI SOUTH AMERICANS DECIDED

BY CAROL M. BAREUTHER



PHOTO: VANESSA CLARKE

The winners show off their hard-earned trophies, from left: Coach Santiago 'Tino' Galan, Scott McKenzie, Paige Clarke and Christopher Murphy

Two seasoned U.S. Virgin Islands sailors battled to a tie-breaker finish at the Inaugural Virgin Islands Optimist Dinghy Association (VIODA) Championship, sailed November 26th – 27th out of Maho Bay, St. John. In the end, it was St. Thomas' Scott McKenzie's four first place finishes in the eight-race regatta that earned him the win over St. John's, Paige Clarke, who posted three bullets.

"I was happy with the result, which reflected how tight our sailing was," says McKenzie. "She [Clarke] is a strong sailor and a great teammate."

McKenzie started strong, earning four bullets and one second place finish to take the lead the first day, while Clarke stayed close behind with one bullet and four seconds. On the second day, Clarke came back strong and determined after a sixth place in the first race. She sailed the next two races consistently with great tacks and an accurate read of the wind shifts to bullet the last two races of the regatta. The championship ultimately came down to the last race. Clarke got a great start and held the lead for the entire race, while McKenzie rounded the leeward mark in eighth position. However, McKenzie turned on the speed and overtook two sailors on the final upwind leg, to finish fifth and tied on points with Clarke.

Twenty-three junior sailors from all three U.S. Virgin Islands, the British Virgin Islands and St. Maarten competed under shifty, light wind conditions with a challenging swell.

This Championship was a USVI qualifier for the 2012 IODA South American Championships. The top five Virgin Islands' finishers – McKenzie, Clarke and St. Thomas' Chris Murphy, Teddy Nicolosi and Natalie McConnell – will travel to Buenos Aires in April to represent the territory in fleet and team racing.



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"I'm confident that we will make it to the team racing podium in Argentina," says McKenzie, who is Team ISV captain. "We finished second last year and, though we have had a change of team members, Coach Tino will prepare us to make it again."

Training by Coach Santiago 'Tino' Galan, the resident coach for VIODA's Advanced Optimist Sailing Program and Team ISV, as well as the true grit of the young sailors, put the team on the team racing podium in 3rd place at the 2010 IODA North American Championships and 2nd place at the 2011 IODA South American Championships.

The VIODA Championship followed a three-day clinic directed by Galan with the assistance of Coach Damian Saponara of Argentina and Coach Caitlyn Connelly of St. Croix Yacht Club. Beginner, intermediate and advanced sailors participated in the clinic with an emphasis on developing boat speed, fast tacks, and good starts.

"The sailors were focused, the training was intense, and everyone had the right mental approach. It was impressive to see the sailors' skill levels increase over the several days of the clinic."

"This was the best clinic I have ever participated in," says Galan. "The sailors were focused, the training was intense, and everyone had the right mental approach. It was impressive to see the sailors' skill levels increase over the several days of the clinic."

Younger sailors were matched with older more experienced sailors in addition to receiving training from the three coaches. The older sailors assisted with rigging and other sailing techniques.

Up and coming St. Croix sailor Lake Sanford says, "I learned so much just from watching the sailors at the top of the fleet."

Similarly, nine-year-old Nathan Smith from St. Maarten adds, "I learned a lot from some of the older sailors. For example, one top BVI sailor showed me a great technique for downwind heeling, which I used in the regatta."

Several families stayed in the cabins at Maho Bay Campground for both the clinic and the Championship. This made for a total five-day immersion in sailing.

"It was like being at sailing camp," says St. Thomas sailor, Chloe Coffindaffer. "We had a lot of fun off the water, too."

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



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The 13 contestants relax after a hard-fought competition

Now in its seventh year, the prestigious and competitive Culinary Contest was held November 10 2011 at Village Cay Marina and was a highlight of the annual BVI Charter Yacht Society Boat Show.

A change in weather forced a change in the judging venue. Charter yacht chefs presented their dishes on board their yachts. Each chef was given 20 minutes for the judges to review their entry. Davide Pugliese, of Yacht Club Costa Smeralda, Andy Nedenthal, Executive Chef at Scrub Island, and Coordinator and Judge Captain Jan Robinson, author and owner of Ship to Shore Inc., went from yacht to yacht making their decisions in a competition they say "just keeps getting bigger and better every year."

Overall Winner, taking 1st place in Desserts and 2nd place in both Entrée and Appetizers was Carlene 'Carly' Williams, a Londoner aboard the 76ft catamaran *Akasha*. Although she received a Fine Arts Degree from Oxford Brooks University, Carly found her passion to be in cooking and photography. On graduating she travelled the world and had many "food experiences from her time spent in Argentina and Australia." In Thailand she took cooking and fruit carving courses. While in New Zealand, she says she gained insightful inspiration far above the carrots and marmite sandwiches that she had been living on. Carly started her yachting career in 2006, and for two years worked as a sous chef with Kiwi chef Christian Roberts on the 150ft *M/V Were Dreams*. The yacht cruised worldwide, including the Far East and Mediterranean. Christian taught her everything including how to use a knife, saying – "stand correctly to cut correctly." Captain James Micklem joined *Akasha* as crew along with Carly. For a year Carly worked alongside chef Veronica Wil-

Continued on page 59



Carly's winning dessert



Carly Williams of the catamaran *Akasha* was this year's Overall Winner



Tara Chaille of the catamaran Soterion, 1st place winner of Appetizer/Salads and 1st place winner in Entree section



Angela Smith of Caribbean Dream, 1st place for Best Use of the Coffee Bean



Angela's Coffee Bean creations

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Continued from page 56

liams, and when Veronica moved ashore Carly became *Akasha*'s chef.

Tara Chaille, aboard the 57ft catamaran *Soterion*, took 1st place in both Appetizer/Salad and Entrée categories. Tara was born in Indiana, USA. When she was 14, her parents chartered a yacht in the BVI and she knew then that she wanted to be a charter yacht chef. When it came time to go to college Tara wanted to go to culinary school, but her parents persuaded her to go for a degree in Elementary Special Education instead. While at college she spent her evenings and weekends working at high-end restaurants as a waitress, made friends with chef Scottie Mole, and for a case of Guinness, weekly, she learned everything she needed to know – from grocery shopping to plating. Each summer Tara worked as a scuba instructor in the BVI, where eventually she met sailing instructor met Sasha Bouis. They started dating and talking about the charter industry. A year later they landed their first job on a boat.

Angela Smith aboard *Caribbean Dream* was on the podium again this year, taking 1st place in Best of Bean and 2nd place for Desserts. Angela was born in Glen Falls, New York, and learned to cook while staying with her grandmother in the summers. At 14, she was the assistant baker at a prestigious boy's camp. Following a short stint in the Marine Corps, Angela moved to Houston and completed her chef training in Culinary, Pastry and Restaurant Management. From there she spent 14 years running her own catering/special events company. In 2004, Angela moved to Hawaii and became the Corporate Pastry Chef for Y. Hata & Co., the largest foodservice distributor in the islands. She was also the pastry adviser/coach for the Army Culinary Olympic Team and worked as executive chef/kitchen manager for the two Ruth's Chris Steakhouse restaurants in Maui. Tiring of the corporate world, Angela accepted an executive chef/operations manager position with a local day sail charter company where she met Captain Glen Becker. After working together on several boats, Angela and Glen bought *Caribbean Dream*. For them it has been a dream and Angela keeps on cooking!

Event sponsors: *All at Sea*, Caribbean Cellars with Veuve Clicquot, Colombian Emeralds with Wenger, and Caribbean Mountain Coffee with Radio Doctor.

Captain Jan Robinson holds certificates from the Culinary Institute of America, The Ritz Cooking School, and the Cordon Bleu. Her Ship to Shore Cookbook Collection *is available at your local marine or bookstore. Or visit www.shiptoshoreINC.com email CapJan@aol.com or call 1-800-338-6072 and mention All at Sea to receive a discount.*



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BVI CHARTER SOCIETY BOAT SHOW

NO ORDINARY TRADE SHOW

BY MARK STEVENS
PHOTOS BY SHARON MATTHEWS-STEVENS



If you have ever been to the BVI Charter Society Boat Show, held on the docks of Tortola's Village Cay, in its 30th incarnation this past November, you wouldn't have been at all surprised.

If you were a first time visitor then you were in for a shock. Sixty-plus boats dockside, catamarans that would cost you half-a-year's salary to charter for a week, fashion shows and a dancing girl whirling around on stilts (a traditional BVI Mocko Jumbie sky-dancer), a soiree on the sweeping veranda of the governor's mansion and a let-down-your-hair party on nearby Scrub Island.

Though it's basically a trade show – where owners/operators and crews meet charter brokers and charter clearing-house staff over the course of four days – you'd be forgiven your confusion.

Other event organizers could take lessons from these guys. For one thing I had a lot of fun even though I'm not even in the show's target market. And I got the point – a serious combination of boat lust and wanderlust. Participants ranged from the 120ft *Freedom* to a sailing multihull called *King's Ransom*, complete with a hot tub inset into the transom. Plus potential cruising grounds that span the Caribbean.

"The show helps both sides get to know each other," says the Charter Yacht Society's Executive Director, Janet Oliver. "The crews and the owners are looking for exposure.

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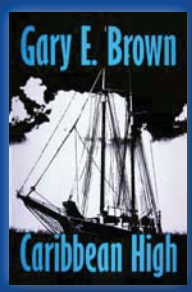


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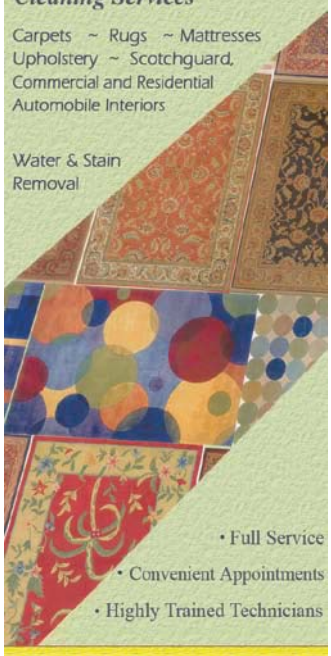
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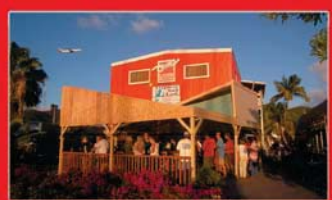
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The brokers look to see the boats and get the feel for the crews—right in time for winter charter season."

Barrington Hall Yachts' Andrew Buys agrees. "This is the single best way to get a handle on the crew. That's the essence of a successful charter – a good fit between guests and crew."

With four full days devoted to yacht tours, brokers can assess both the boats and the crews. Conversely, the crews get to meet the brokers.

"A charter like this is not a camping trip," says Buys. "People pay for comfort, stability and space. The show gives me a chance to check out each one of these characteristics."

For owners/operators Michelle Guerra and Michelle Riva, from Canada, the show is a must-do. "This is the single best way for us to get to know the brokers and get our product out there," says Riva. This is their fourth year at the show.

It's the first show for owners Paul and Lauren Robbins. They just bought *Yes, Dear* and now they're learning the ropes firsthand. "Mostly we keep out of the way," says Robbins with a laugh, "but it's great to see the interest in our boat." Lauren Robbins wears two hats this week. She's also a charter broker.

For Virginia Lee, owner of *Xiuma* and a first-time attendee "it's a chance to get to know the industry better."

But sometimes it's not enough just to check out the boats dockside, or merely chat with crews and owners. The organizers have taken care of that too.

On the last day brokers and central broker staff experience the seaworthiness of the various craft on day sails. One night boasts a 'Travel the Nations' Yacht Hop complete with passports where participating boats share both their culinary prowess and their skills at mixology. Thursday's highlight is the culinary challenge where a slate of judges dispenses kudos in the kitchen. This year also marks the launch of a great cookbook called *Dining on Deck*, featuring the favourite recipes of participating chefs.

But it's not all fun and games—or eating. Participating boats also compete for bragging rights in several categories. *Takupuna* gets the nod for best monohull. *Nutmeg* wins in the under 50ft multihull class, while *Catsy* is rated best over 50ft multihull. *Freedom* is rated best power yacht while best in show kudos go to *Avalon*.

"There is a vibe here like no other in the world," says Buys.

That's because the 30th annual BVI Charter Society Boat Show was no ordinary trade show.

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



TRANSATLANTIC SUPERYACHT REGATTA FINISHES IN THE BVI

STORY AND PHOTO BY TODD VANSICKLE



Guests and sailors drink champagne on the event lawn before the award ceremony

The Transatlantic Superyacht Regatta and Transatlantic Maxi Yacht Cup came to a close at the Yacht Club Costa Smeralda (YCCS) on Virgin Gorda on December 4th.

Eight superyachts and maxi yachts participated in the event, which started on November 21st from Tenerife in the Canary Islands. It was the first time the event finished in the British Virgin Islands.

The 65ft *Karuba 5* took the victory on corrected time ahead of the 216ft *Hetairos*, while Tobias Koenig's Swan 82 *Grey Goose* took third place overall.

Hetairos, launched in July 2011, claimed line honors after completing the 3,069-mile crossing in eight days, ten hours, 58 minutes and 30 seconds at an average speed of about 15 knots.

The first boats started to arrive at the YCCS two to three days before the award ceremony. Landscaping and minor construction was still under way at the yacht club hours before the award ceremony started. Sailors dressed in uniform, along with organizers and invited guests, sipped champagne on the freshly laid green sod of the event lawn in front of the yacht club.

A 'special' award was given to *Hetairos* as the first International Maxi Association member to cross the finish line and to Andrea Recordati's Wally 101 *Indio* as the first YCCS member to finish. Peter Harrison's *Sojana* also received a special award for having participated in all four transatlantic races since 2007.

After the award ceremony, guests were treated to dinner poolside at the yacht club. However, most of the club was closed with some of the rooms being used for storage, while other areas were off limits due to ongoing construction.

Premier Orlando Smith praised the event's success.

"The BVI has always been known as a good sailing destination due to the topography of the islands and it is called the sailing capital of the world," Dr. Smith said. "But with the addition of the yacht club here, and the finish of the Transatlantic Superyacht Regatta and Maxi Yacht Cup, the reputation of sailing in the islands has been taken to another level altogether."

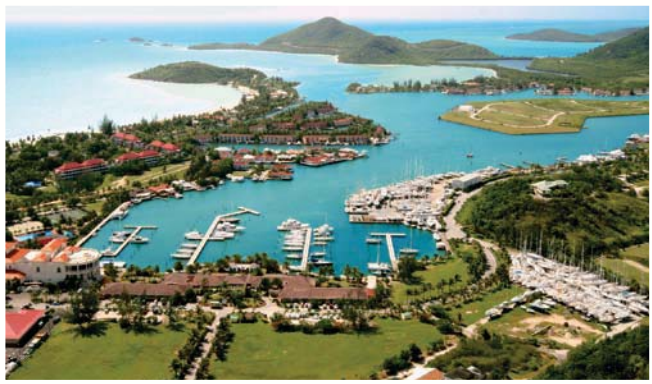
Organizers hope the YCCS in the BVI will mirror the Porto Cervo yacht club, which hosts several maxi yacht regattas throughout the year. An official inauguration for the Virgin Gorda yacht club is planned for January 3rd.

"I am delighted to see this beautiful fleet of sailing giants lined up at YCCS Marina and their owners and crews enjoying a 'sneak preview' of our new clubhouse, which will be officially inaugurated in January," said YCCS Commodore Riccardo Bonadeo during the final ceremony.

The next YCCS event on Virgin Gorda is the Caribbean Superyacht Regatta & Rendezvous on March 14th -17th.

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







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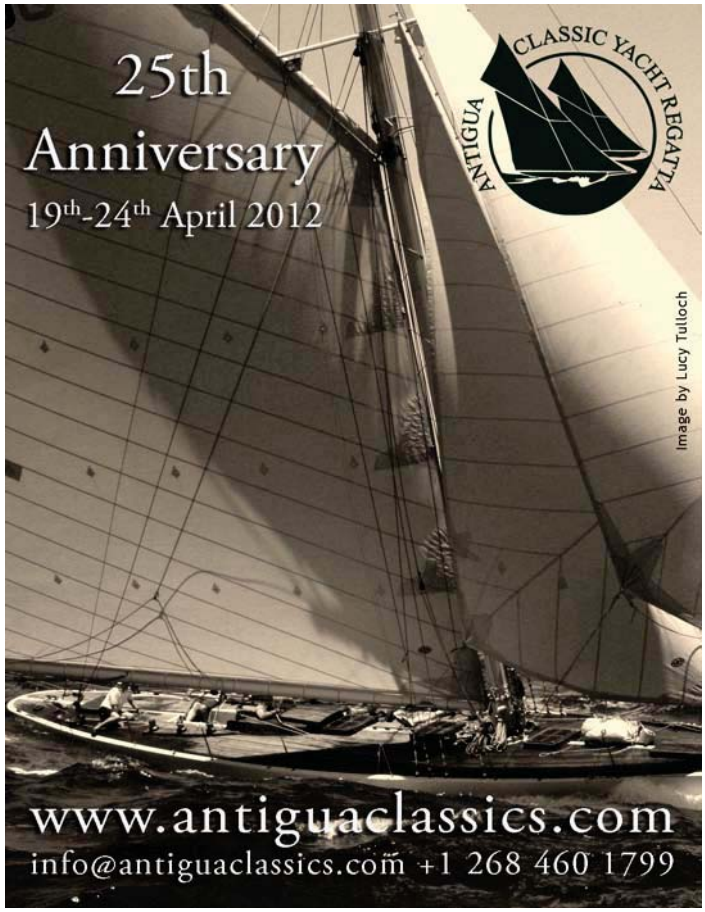
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COURSE DE L'ALLIANCE

WET AND WILD

The 8th edition of the Course de L'Alliance will go down as the wildest on record. Starting in light winds, the regatta ended in a terrific squall, giving participants a fun but exhausting three days of racing.

Organizers say they were pleased with the 22 boat turnout, including a surprising entry from Guadeloupe and several newcomers from St. Barths.

This unique event started in Simpson Bay on Friday November 25th where competitors were greeted on the start line with gentle winds that later developed into rain squalls. This weather pattern continued throughout the day and made for difficult racing to St.Barths.

The racer and racer/cruiser classes enjoyed a combined start, which led to some great action on the line.

First to cross the finish line outside the port of Gustavia, St. Barths, was the multihull *Dauphin Telecom*.

At the end of the first leg of the race, competitors turned out in large numbers for dinner at Eddy's restaurant in Gustavia. French cuisine and great wine let the racers enjoy the evening and recharge for the next day's racing.

Saturday morning brought more rain showers and an increase in winds. Competitors had a lot of work to do while sailing from St. Barths, north over St.Maarten and then down the channel to Sandy Ground in Anguilla. Due to the constant wind shifts, the course was shortened and boats finished off Anguillita.

The Melges 24 *Budget Marine Too* crossed the line first, assisted by a 22 knot squall that kept them busy. Other competitors reported even heavier squalls, which made for interesting racing.

Dinner that night was a traditional Caribbean Bar-B-Que at Roy's Restaurant in Sandy Ground where crews swapped stories of the day's racing. Later they were treated to an impromptu performance by Jan Beaujon and Raymond Magras, who brought out their guitar and accordion.

Sunday and the weather gods felt that a torrential downpour would create an even more interesting regatta. For the first time, many of the competitors had no idea of their position in the Anguilla Channel, and with zero visibility, most had to rely on their compass and GPS units to make it to Marigot. Once again *Dauphin Telecom* crossed the finish line first and the crew was very happy to be able to go straight into the marina for some much needed drying off.



Out of the mist! An unusual sight at Caribbean Regattas

Due to the extreme weather conditions and light winds, the finish time on Sunday was extended by 30 minutes to allow competitors to complete the course.

Back at Marina Fort Louis in Marigot, competitors were treated to snacks and drinks at the newly built Marina Fort Louis Yacht Club Restaurant. This is the first time the prize giving has been held at the marina.

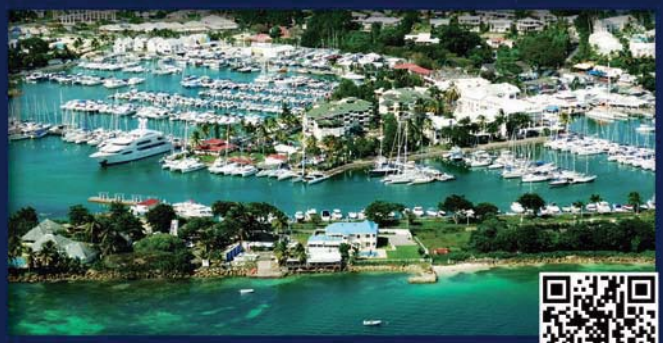
Although there was stiff competition, St.Maarten boats made a clean sweep of the regatta taking first place in each class over the weekend.

WINNERS:

Racing Class: *Budget Marine Too* – Chris Marshall
Cruise/Racing: *L'Esperance* – Bobby Velasquez
Cruiser: *Tamaya* – Ronnie van Sittert
Multihull: *Katzenellenbogen* – Robbie Ferron

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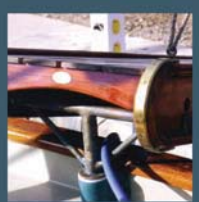
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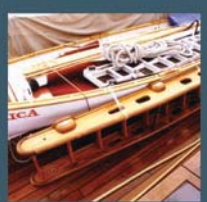
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JULIEN QUENTEL

WINDSURFING'S RISING STAR AIMS FOR WORLD'S TOP FIVE

BY ROBERT LUCKOCK



PHOTO: JOHN CARTER.

Julien Quentel powers into a gybe during the Austrian leg of the 2010 PWA world tour



PHOTO: ROBERT LUCKOCK

Julien Quentel in relaxed mode at Bikini Beach Bar and Restaurant, Orient Bay, St. Martin

I last interviewed French professional board sailor Julien Quentel in St. Martin in 2001 when he was at the awkward teen stage ... not a lot to say and barely a few spoken words in English. But even then he was winning every windsurfing competition, his natural skill doing the talking. He looked the part. A cascade of sun-bleached locks tumbling onto his shoulders ... the definitive surfer dude.

What a difference ten years makes. Today the 25-year-old Quentel has matured, speaks English, and is at the peak of his career. The locks have gone, replaced by a short cut and some designer stubble. The sun tan and blue eyes are still there.

'JuJu' as he is popularly referred to was born and raised in Guadeloupe and entered his first competition at aged seven. Since then he amassed a slew of youth, and regional titles before moving to France and turning professional.

It was evident to his sailor parents who later settled in St. Martin that their son was born to surf after realising it wasn't a passing fad. They subsequently scrambled to find adequate resources to support their son's passion.

2011 was a banner year for Julien culminating in his first place in slalom, first in combined (waves and slalom), and third in waves at the French Championships. He also finished first in the European Championships and second in the IFCA fun board championships.

To top it off he finished eighth overall in the PWA world rankings, his best result ever on the tour and against the biggest names in the sport. His ambition is to reach the top five.

"I'm young enough to get there," he says. "World champion Björn Dunkerbeck, Antoine Albeau, and others at the top are all much older. Dunkerbeck is 42 and still beating everyone. But they are hard to beat because they have so much experience and are very consistent. Yes, I beat them sometimes in races. My goal in 2012 is to continue improving."

Right now he's on a long vacation in St. Martin before returning to France and preparing for the 2012 PWA tour that begins in Vietnam in March.

"I'm just relaxing, doing some kite surfing and fishing, and working at the water sports to help out," he adds. "I work out in the gym too because you have to be in good physical shape to be competitive."

Oddly, Julien considers himself semi-professional and that's because he hasn't hit the big time in prize money yet. Clearly at the rate of his success, that's going to change. He admits 2011 was more lucrative but while his sponsors pay the travelling and material expenses, the long gaps between events makes it hard to make ends meet.

For more about Julien Quentel, visit: www.julienquentel.com

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

ATLANTIC RALLY FOR CRUISERS 2011

THE GREAT EQUALISER

BY CHRISTY RECAII



The team from girlsforsail.com

PHOTO COURTESY OF WORLD CRUISING CLUB

What do a five-year-old, a 79-year-old, an investment banker and history students all have in common? The answer: The 26th Atlantic Rally for Cruisers which goes from Las Palmas de Gran Canaria and finishes in St Lucia. The ARC left the Canary Islands on November 20 2011 and the first to finish, the super-maxi *Med Spirit*, completed the course in just over eleven and a half days.

Crossing the finish line is a small part of this event. The sailing experience, and what to indulge in once across, takes front and centre for the sailors.

"The participants by nature are explorers," says Andrew Bishop, Managing Director of the World Cruising Club. "They have just sailed across the Atlantic, they are adventurous, they want to learn about the culture of the country they are visiting, they don't necessarily want to stay in the marina, they go out and explore."

The Elan 37, *Diamonds Are Forever*, was the only all-female crew competing this year and it marks the seventh time that the organisation 'Girls For Sail' of the UK, have taken part in the ARC. The organization, whose mandate is to encourage girls to sail, entered in the racing division, which means they never motored. They also had no auto helm and water maker. From the get-go there were challenges. One of their steering cables broke, forcing a stop in Puerto Morgan on the south coast of Gran Canaria. However, the biggest challenge was getting stuck in a 'wind hole' for three days. The six women, ranging in age from 21 to 53, ran a tight ship and split the watches taking three hours on and six off.

With everyone on top of their duties there was plenty of time for shenanigans, whether it was having a heart-to-heart chat, recreating a talent competition *American Idol* style, taking in the sunrise and sunset and painting each other's toe nails.

"Of all things you could call our trip, I don't think boring comes into it, we even got hit by flying fish in the night. This is a 37ft boat and you are living in each others pockets." said First Mate Harriet Mason of the 23 day voyage.

Having written about the all female crew it only seemed fair to include an all male crew. But which one? What is unique about *Tur-bo*, an Oks 32, is that it is the smallest boat in the fleet and was recognised for this at the ARC Awards. Furthermore, the crew are all over 6ft tall!

"The biggest challenge is the short beds on board, there is only one bed that is long enough, so every Saturday we

are changing beds so we can stretch our legs, one week at a time," explained Martin Duaas, the First Mate.

What kept the crew of Norwegian history students, making their first visit outside Europe, motivated? Well, their girlfriends were waiting for them in St Lucia when they crossed the finish line. For their stay, they booked hotel accommodations and later planned to sail through the Caribbean before returning to Norway.

"It is my understanding that we had a larger contingent of persons who have come across to welcome the participants and it looks from all indications that the length of stay in St Lucia will be longer than the average nine days," noted Louis Lewis the Director of the St Lucia Tourist Board. He added that the ARC was beginning to expand in ways that they had always envisioned.

Though the finish line is in St Lucia the ARC has been described as the gateway to the Caribbean and many islands benefit as sailors go on to cruise during the season.

Adam Foster, General Manager of IGY Rodney Bay Marina praised the ARC for its diversity. "I think it represents such a broad spectrum of the community. What makes this event unique is that you have the twenty-year-olds, who want to party hard, and then you have the sixty-year-olds who don't like loud music, so you have to find a happy medium, and I think we did."



Tall guys from Norway aboard Tur-bo

PHOTO: CHRISTY RECAII

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



CARIBBEAN MARINAS

ALL AT SEA'S CARIBBEAN MARINA GUIDE

			Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet
Antigua	**Jolly Harbour Marina**	268-462-6042	10′	250′	140	●	110/220	Cable	●	●	●	●	●	●	●	68	FREE
Aruba	**Renaissance Marina Aruba**	297-588-0260	13′	200′	50	●	110/220	●	●	●	●	●	●	●	●	16/69	●
Curaçao	**Barbara Beach Marina**	5999-840-0080	15′	130′	6	●	380V 250A		●	●	●	●	●	●	●	67	FREE
Curaçao	**Curaçao Marine**	5999 465 8936	13′	120′	30	●	110/220/380		●		●	●	●		●	67	FREE
Curaçao	**Seru Boca**	599-767-9042	14′	150′	140	●	127/220	●			●	●		●	●	67	
D.R.	**Casa de Campo Marina**	809.523.8646/ 8647	16′	250′	350	●	110/220 v to 60 hrz	●	●	●	●	●	●	●	●	68	●
D.R.	**Marina Zar Par**	809-523-5858	12′	120′	110	●	110/220 308	●	●	●	●	●	●	●	●	5	FREE
D.R.	**Ocean World Marina**	809-970-3373	12′ +	250′	104	●	110/220	●	●	●	●	●	●	●	●	16/68	●
Grand Cayman	**Barcadere Marina**	345-949-3743	8′	150′	83	●	30, 50, 100 & 200 amp single phase; 100 & 200 amp 3 phase; 60hz		●	●	●		●		●	16	FREE
Grenada	**Clarkes Court Bay Marina**	473-439-2593	13′	60′	52	●	110/220				●	●	●	●	●	16/74	USB access
Grenada	**Grenada Marine**	473-443-1667	15′	70′	4	●	110/220		●		●	●		●	●	16	FREE
Grenada	**Le Phare Bleu Marina**	473-444-2400	15′	120′	60	●	110/220/480		●	●	●	●	●	●	●	16	FREE
Grenada	**Port Louis Marina**	473-435-7431	14.76′	90m	170	●	110/208/220/230/240/ 400/480/630V	●			●	●	●	●	●	14	FREE
Grenada	**Prickly Bay Marina**	473-439-5265	17′	200′	10	●	110/220/ 308		●	●	●	●	●	●	●	16	●
Guadeloupe	**Marina Bas-du-Fort**	590 590 936 620	15.5′	210′	1,100	●	110/220/380		●	●	●	●	●	●	●	9	FREE
Jamaica	**Errol Flynn Marina & Shipyard**	876-715-6044	32′	600′	33	●	110/220/480 1&3PH 50/60HZ	Cable	●	●	●	●	●	●	●	16/9	FREE
Jost Van Dyke	**North Latitude Marina**	248-495-9930	12′	50′	N/A	●	N/A		●	●						16	
Puerto Rico	**Club Nautico de San Juan**	787-722-0177	31′	250′	121	●	120/240		●	●	●	●			●	16/10 68	●
Puerto Rico	**Marina Pescaderia**	787-717-3638	8′	65′	97	●	110/220		●	●	●	●	●	●	●	16/68	●
Puerto Rico	**Palmas del Mar Yacht Club** an IGY destination℠	787 656 7300	14′	175′	158	●	120/208/240/408V; 2 & 3-phase 50, 100 and 200 amps		●	●	●	●	●	●	●	11/16	●
Puerto Rico	**Puerto del Rey Marina**	787-860-1000	15′	260′	1,000	●	120/208	Cable	●	●	●	●	●	●	●	16/71	●
Puerto Rico	**Sunbay Marina**	787-863-0313	12′	75′	287	●	110/220	Cable	●	●	●	●	●		●	16/12	●
St. Croix	**St. Croix Marine**	340-773-0289	11′	150′	44	●	110/220	●	●	●	●	●	●	●	●	16/18	
St. Lucia	**Rodney Bay Marina** an IGY destination℠	758-452-0324	15′	285′	253	●	480V 3 phase 100 amps/ leg; 220V 3 phase 100 amps/leg; 220V 50 amps; 110V 30 amps, 50 & 60hz	●	●	●	●	●	●	●	●	16	FREE
St. Lucia	**The Marina at Marigot Bay**	758-451-4275	16′	250′	40	●	110/220/380 50/60 Hz	Cable	●	●	●	●	●	●	●	16/12	●

			Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet
St. Maarten	**Island Water World Marina**	599-544-5310	8′	90′	54	●	Available	Cable	●	●	●				●	74	FREE
St. Maarten	**Lagoon Marina Cole Bay Wtrft**	599-544-2611	9′	100′	45	●	110/220	●			●	●	●	●	●	16	FREE
St. Maarten	**Simpson Bay Marina** an IGY destination℠	721-544-2309	13′	196′	114	●	480V 3-phase 100 amps/ leg; 220V 3-phase 100 amps/leg; 220V 50 amps; 110V 30 amps 60hz	●	●	●	●	●	●	●	●	16/ 79A	FREE
St. Maarten	**The Yacht Club at Isle de Sol** an IGY destination℠	721 544 2408	18′	377′	45		480V 3-phase 100 amps/ leg; 380V 3-phase 100 amps/leg; 220V 3- & single-phase; 100 amps/ leg; 220V 50 amps 60hz	●	●	●	●	●	●	●	●	16/ 78A	FREE
St. Martin	**Captain Oliver's**	590-590-87-33-47	10′	150′	160	●	110/240		●	●	●	●	●	●	●	16/67	
St. Thomas	**American Yacht Harbor** an IGY destination℠	340-775-6454	10′	110′	134	●	125/250V 50 amp; 125/250V 100 amp; 220V 3- & single-phase; 100 amps/leg	Cable	●	●	●	●	●	●	●	16/6	FREE
St. Thomas	**Yacht Haven Grande** an IGY destination℠	340-774-9500	18′	656′	46	●	120V 30 amps; 208V 100 amps; 240V 50, 100 amps; 480V 100 amps	Cable	●	●	●	●	●	●	●	16/10	FREE
Tortola, BVI	**Nanny Cay Marina**	284-494-2512	12′	125′	200	●	110/220		●	●	●	●	●	●	●	16	●
Tortola, BVI	**Soper's Hole**	284-495-4589	25′	170′	50	●	110/240	Cable	●	●	●	●	●	●	●	16	Cafe
Tortola, BVI	**Village Cay Marina**	284-494-2771	12′	200′	106	●	110/220/308		●		●	●	●	●	●	16/71	Hard-line at slip
Trinidad	**Power Boats Ltd**	868-634-4346	13′	65′	40	●	115/220		●	●	●	●	●	●	●	72	●
Virgin Gorda	**Virgin Gorda Yacht Harbour**	284-495-550	10′	180′	94	●	110/220		●	●	●	●	●	●	●	16/11	●

OUTSIDE OF CARIBBEAN:

Boston, MA	**Boston Yacht Haven** an IGY destination℠	617 367 5050	22′	300′	100	●	480V, 100 and 200 amps; 240V single-phase; 208V 3-phase, 100 amps; 240V, 50 amps; 120V, 30 amps	Cable	●	●	●	●	●	●	●	09/16	FREE
Cabo San Lucas, Mexico	**Marina Cabo San Lucas** an IGY destination℠	+52 624 173 9140	18′	200′	380	●	110V 30 amps; 220V 50 amps; 100 amp 3-phase	Cable	●	●	●	●	●	●	●	88A	FREE
Colombia	**Marina Santa Marta** an IGY destination℠	+57 5 421 5037	11.5′	132′	256	●	110/220V, 60hz	●	●	●	●	●		●	●	16	FREE
Costa Rica	**Marina Papagayo** an IGY destination℠	+506 2690 3600	25′	180′	180	●	120/240V single-phase 30/50 100 amps; 120/208 or 480V 3-phase 100 amps	Cable	●	●	●	●	●	●	●	16/23	FREE
Montauk, NY	**Montauk Yacht Club** an IGY destination℠	631 668 3100/ 888-MYC-8668	12′	200′	232	●	110V, 220V; 480V 3-phase	Cable	●	●	●	●		●	●	09	FREE
NY Harbor - Jersey City	**Newport Yacht Club/Marina** an IGY destination℠	201 626 5550	8.25′	163′	154	●	110V, 220V 30/50/100 amps		●	●	●	●	●	●	●	16/72	FREE

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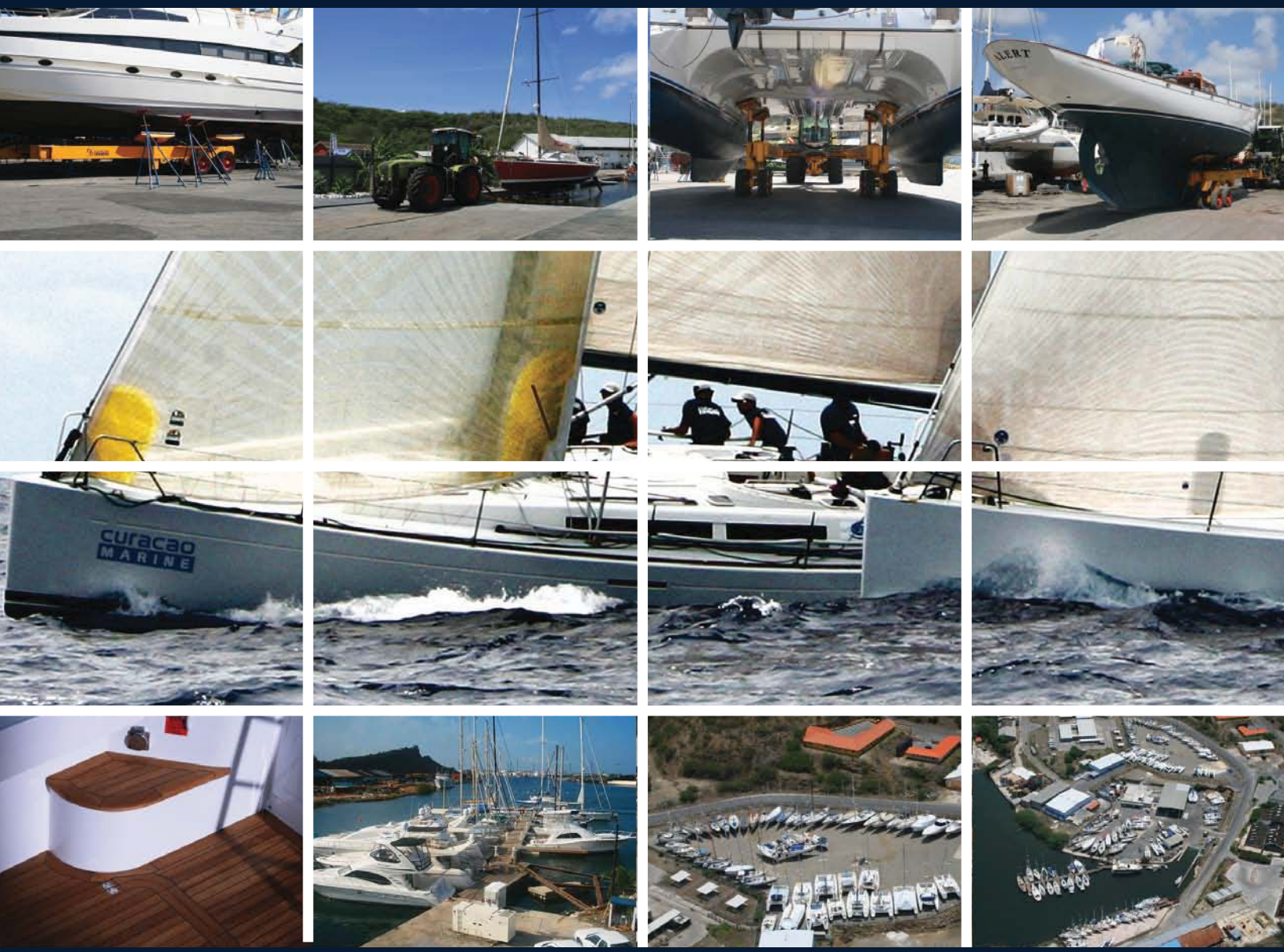
CARIBBEAN BOATYARDS

ALL AT SEA'S CARIBBEAN BOATYARD GUIDE

		Latitude	Longitude	Phone Number	Maximum Draught	Maximum Length	Maximum Beam	Maximum Air Draft	Power Supply	Arrival Hours	Lift 1 Type / Capacity (Tons)	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facilities
Jolly Harbour, Antigua	**Jolly Harbour Marina / Boat Yard**	17 04 46.4 N	61 54 37.0 W	(268) 462-6041	10′	250′	no limit	no limit	110/220	8am-5pm	70	•		•	•	•	•	•
Aruba	**Varadero Caribe**	12 32 N	70 02 W	297-588-3850	7′	85′	23′	no limit	120/240	8am-4pm	60	•		•	•	•	•	•
Tortola, BVI	**Nanny Cay Hotel & Marina**	18 25 0 N	64 37 0 W	(284) 494-2512	11′	160′	45′	no limit	110v 30amp/ 220v 50amp/ 3 phase100 amp	7am-6pm	70	•	•	•	•	•	•	•
Tortola, BVI	**Soper's Hole**	18° 23″ 46′	-64° 41″ 53′	(284) 495-3349	7′	65′	18′ and 40′	7′	110/220	8-5, Mon-Sat	45	•	•	•	•	•	•	•
Tortola, BVI	**Tortola Yacht Services**	18 25 N	64 37 W	(284)-494-2124	10′	68′	20′	no limit	220V, 50A, 110V, 30A	7-4, 7days	70	•	•	•	•	•	•	•
Virgin Gorda, BVI	**Virgin Gorda Yacht Harbour**	12° 01:00	61° 40:05	284-495-5318	10	150	34	no limit	110/120	6am-6pm	70	•		•	•	•	•	•
Curaçao	**Curacao Marine**	12′ N	68′ W	599 9 562-8000	9′	120′	33′	193	110/220 380	24/7	40	•			•			
Boca Chica, D.R.	**Marina ZarPar**	18 26.4 N	69 37.23 W	(809) 523-5858	7.5′	65′	28′	no limit	110/220 380	9am-5pm	70	•		•	•	•	•	•
La Romana, D.R.	**IBC Shipyard**	18° 23′ 55″ N	68° 53′ 55″ W	+809 449 3321/ 3323	12′	110′	26′	no limit	110/220 3 phase 100/50/30 amp	8-5 M-F	120	•	•	•	•	•	•	•
Grenada	**Grenada Marine**	12° 01:20	61° 40:42	00-1-473-443-1667	12′	75′	31.5′	0	110/220	8-5, M-F; 8-12, Sat	70	•	•	•	•	•	•	•
Grenada	**Spice Island Marine Center**	12 5 N	61 43 W	473-444-4257	12′	70′	25.4′	0	110/230	8am-4:30 pm	70	•		•	•	•	•	•
Puerto Rico	**Varadero @ Palmas**	18 04′ 37″N	65 47′ 57″W	787-656-9211	11′	110′	26′	no limit	50/30 amp	8-5, 7days	110	•	•	•	•	•	•	•
St. Lucia	**Rodney Bay Marina** an IGY destination℠	14°04 ′32. 72″ N	60°56 ′55. 63″ W	758-452-0324	14′	275′	55′	no limit	110V/60, 220V/50, 480V 3 phase; 100 amps/leg; 220V 3 phase; 100 amps/ leg; 220V40 amps; 100V 30amps; 50 & 60 hz	8am-5pm	75	•	•	•	•	•	•	•
St. Croix, USVI	**St. Croix Marine**	17° - 45′ N	64° - 42′ W	340 773-0289	11′	68′	13′-8″	no limit	110v 30amp; 220v 50amp; 3 phase 100amp	8-5, Mon-Sat	60	•	•	•	•	•	•	•
St. Thomas, USVI	**Subbase Drydock**	18 N	65 W	340-776-2078	15′	180′	54′	no limit	460 three phase/220/110	8-5, Mon-Sat	100 & 700	•	•	•	•	•	•	

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2006 LEOPARD 46



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Sports Fish: 4 cabin en suite, Magnificent, luxurious, stable, & gorgeous.
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1988 Jeanneau Sun Legend 41. Good clean cruising boat. $75K



1988 Barens Sea trader.
Steel. Great condition.
$69K Sail away
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Fully equipped for cruising!



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Owners version. Spotless, loaded and immaculate!



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Expedition class yacht.
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Excellent condition clean and upgraded. $125K



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1999 Voyage Norseman 430. New engines
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1994 Roberts 45
Bullet proof. Blue water circumnavigator.
$79K OFFERS!



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1981 43 ft Endeavour Ketch Excellent blue water liveaboard. $89K



Beneteau 400:
Awesomely gorgeous and better than new



1988 42 Baltic Magnum.
Clean racer Cruiser.



2003 Mainship Sedan
30 ft, Immaculate and better than new. $95K



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Excellent condition!
Great price! $125K



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



2001 Beneteau 50.
Clean and ready to go.
Tons of new stuff
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1992 Dudley Dix Caribbea 30
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Quality Performance Cruiser
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46' Warwick Cardinal 46 '87
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Immaculate. Asking $299K



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Asking $349K



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42' Hunter Passage '91/95
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Well Priced Gen & Air Boat
Asking $285K



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Amazing Price. Asking $ 45K



40' Fount.Pajot Lavezzi 2004
Fast, Stylish Cruising Cat
Asking $199K



38' Island Packet 1992
Comfortable, Strong, Ready To Go Cruiser! Asking $144K



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Best Value on the Market
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Great Performance, Excellent Condition. Asking $ 40K



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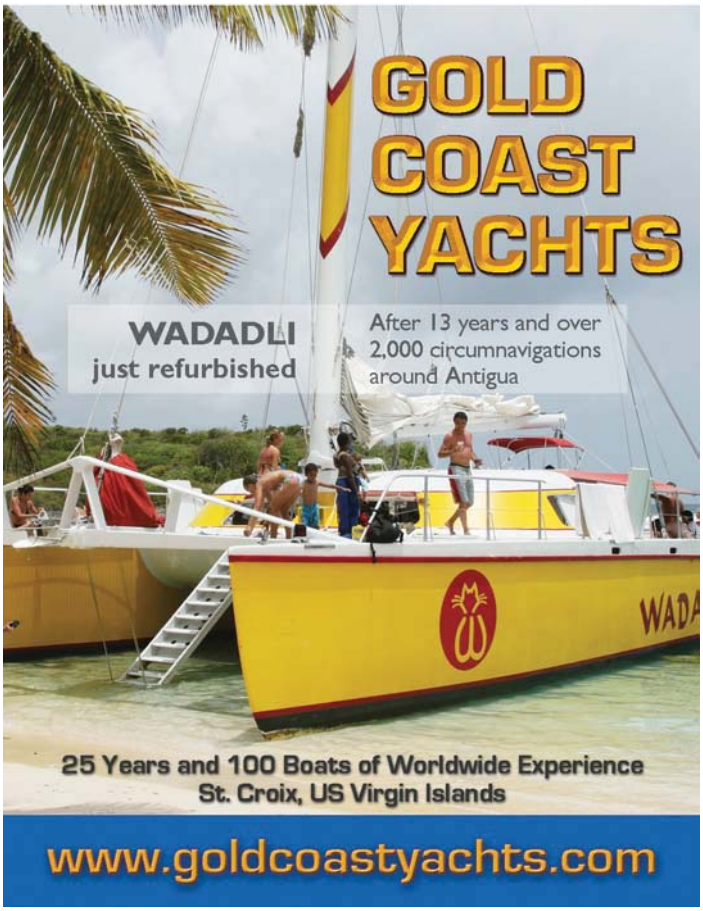


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Well Maintained Island Cruiser
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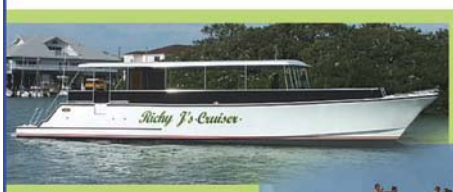
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40' 2001 Jeanneau Sun Odyssey
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52' 1963 Alden Design
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43' 1973 Monk Design
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28' 1990 Cape Dory
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SAIL

38'	'67	LeComte, classic, great cond.	$88.5K
40'	'84	Endeavour, ready to cruise	$55K
40'	'01	Jeanneau Sun Odyssey, 3 strms	$79K
43'	'86	Pan Oceanic, Bluewater cruiser	$110K
44'	'77	CSY Sloop, new rigging	$85K
50'	'77	Gulfstar Ketch	$75K
52'	'63	Alden Design Ketch	$120K

POWER

26'	'87	Whale Boat, Diesel, CG cert	$18K
26'	'97	Grady White, Cuddy Cabin, Twin Yamahas	$36K
26'	'99	Mako, Twin Yamahas	$20K
27'	'88	Luhrs Alura, cabin, IB gas cabin	$15K
30'	'01	Scarab Sport Twin Mercs	$55K
34'	'89	Sea Ray Express, diesels	$55K
34'	'00	Sea Ray Sundancer, Twin Mercs, A/C	$72K
37'	'86	CML Trawler. Engine work needed.	$20K
39'	'98	Mainship Trawler, twin diesels	$89.9K
40'	'02	Oliver Marine Express Cruiser	$250K
43'	'83	Marine Trading MY	$85K
48'	'99	Dyna Craft MY, 435HP diesels	$230K
48'	'02	Dyna Craft MY, 3 strms 450HP Cats	$295K
53'	'76	Uniflite Utility, custom Navy transport	$99.9K
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42 Cabo Rico, 2001
Low hour two owner yacht ready to sail away Fully equipped and priced for immediate sell $295,000



40 Beneteau Center Cockpit, 1998
Huge aft cabin, step down transom to platform In-mast furling, Yanmar diesel, super clean $108,000



32 Catalina, 1996
Low hour Yanmar, new sails & furler 2008 New GPS/Radar 2008, great weekender $49,000



46 Jefferson Marlago Motor Yacht, 2000
3 cabin, 3 head, dual helms, covered aft deck Twin Cats, genset, full galley, make offer $165,000



42 Thomas, 1984
US Coast Guard approved for 20 passengers 500 hp. Yanmar, day charter business included $175,000



40 Tiara Hardtop Express, 1999
Twin cats, genset, fully equipped 2 cabins, extended top, dinghy $185,000



34 Mainship Pilot, 2002
Single Yanmar, full cabin w/galley & head Low hours, super clean & well maintained $110,000

SAIL

72	1990	Custom aluminum cutter, gourmet galley, perfect for charter	$699,000
55	1984	Baltic – High performance cruiser, semi-custom interior, offers	$299,000
52	1989	Tayana – Aft cockpit, two stateroom high quality passage maker	$199,000
49	2003	Bavaria – Owner's layout, private, never chartered, low usage	$230,000
48	1970	Hughes – Classic S&S yawl, solid FRP hull, requires refitting	$39,000
47	1981	CT – Kaufman and Ladd center cockpit performance cruiser	$79,000
45	1978	Endurance – Center cockpit Pilothouse Ketch, ferro cement hull	$125,000
44	1967	Luder's – Classic Naval yawl, perfect for daysail charter	$75,000
42	1989	Endeavour – Center cockpit, two cabin , two head, genset, a/c	$119,000
40	1994	Beneteau 405 – New engine 06, new rigging 08, new sails 09-10	$75,000
38	1978	Van de Stadt – Steel passage maker, new sails, 05 engine & more	$69,000
36	1983	Frers F3 – Racing design built by Hinterholler, carbon fiber mast	$17,500
35	2004	Compac – High quality cruiser, in-mast furling & upsized engine	$125,000

POWER

65	1989	Viking Motor Yacht – Perfect family yacht or corporate getaway	$395,000
55	1986	Angel Cockpit Motor Yacht – Cats, owner's layout, liveaboard	$150,000
42	2004	Searay Sundancer – Twin Yanmars, Genset, full canvas	$230,000
38	1967	Camcraft – Aluminum crew boat, completely refit in 2002	$50,000
37	2005	Fountain Pajot – Power cat, private yacht never chartered	$320,000
30	2000	Mainship Pilot - Single Yanmar, full cabin w/galley & head	$79,000
30	2001	Pursuit 3070 – Center console w/T-top, twin Yamaha 250's, head	$49,000
27	1997	Rinker – Mercruiser w/new outdrive, full cabin, super clean	$29,900
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24	2008	Seaway – Downeast runabout, Yamaha w/32 hrs, cuddy cabin	$78,500

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68' 1990 Custom Aluminium Cutter US$950,000



49' 1984 Amiet Type Embrun Steel US$40,000



1979 42' Pearson US$88,500



2007 24' Tes 720 reduced to US$40,000



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

MONOHULLS

24'	2007	Tes 720	reduced to US$40,000
30'	1984	Carter 30	reduced to US$25,000
32'	1978	Rival MDC	US$35,000
32'	1996	Silverton (priced for quick sale)	US$42,000
34'	1978	Steel Sloop (ROB)	US$30,000
36'	1977	Roberts Home Built (located in Barbados)	US$40,000
37'	1979	CSY	US$65,000
37'	1979	Fisher 37	UK Sterling 50,000
37'	2006	Hallberg Rassy	US$359,000
37.6'	1987	Topaz	US$85,000
38'	1997	Beneteau	US$100,000
38'	2005	Van de Staadt Seal	US$70,000
39'	1968	Cheoy Lee Off Shore 40	reduced to US$70,000
40'	1981	Divorne Steel	US$50,000
42'	1979	Pearson	US$88,500
42'	1983	Panoceanic	US$89000
42'	1986	Endeavour	US$98,000
43'	1985	Gitana	US$115,000
44'	1990	Jeanneau Sun Magic	US$85,000
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49'	1984	Amiet Type Embrun Steel	US$40,000
51'	1986	Beneteau	US$225,000
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55'	1979	Herreshoff Marco Polo	US$170,000
55'	1998	Zerft Motor Sailer (must sell!!!)	US$40,000
68'	1990	Custom Aluminium Cutter	US$950,000
72'	1990	Custom Aluminium Cutter	US$699,000
72'	1997	Kim's Yacht Company Ketch	US$220,000

MULTI-HULLS

33'	1988	Dean Ocean Comber	US$110,000
34'	1980	Wharram Tangaroa	US$20,000
46'	2006	Tika Sailing Cat	EU138,000
48'	1989	Privelege	EU250,000



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Continued on page 86



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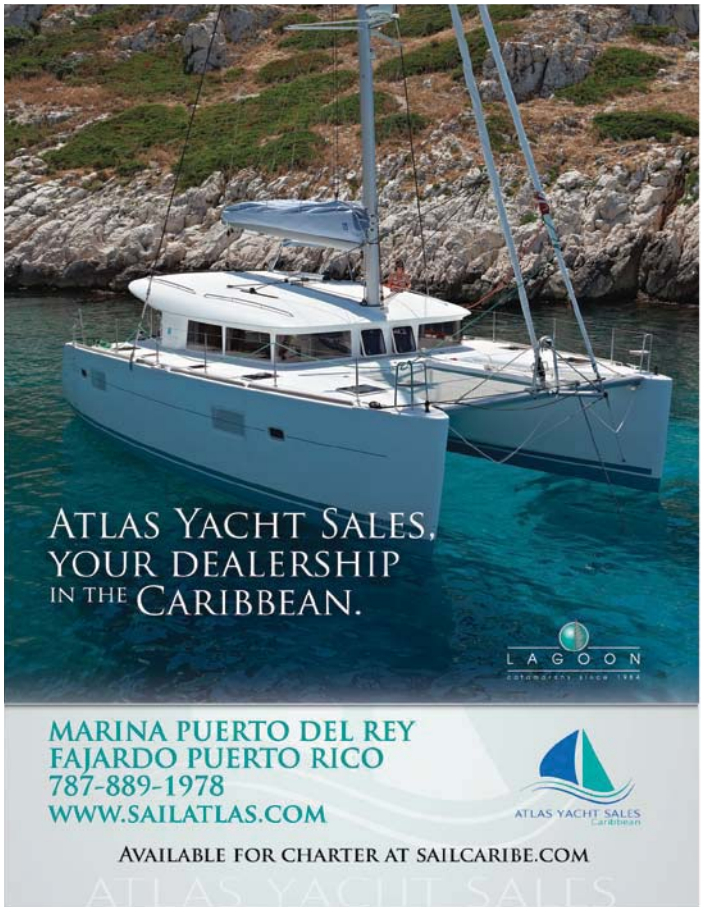
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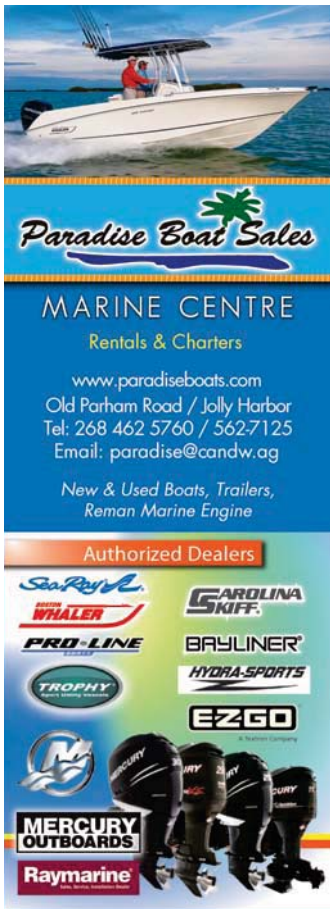
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- Knowledge of present market value of composite & painting jobs (preparation of estimates/quotes)
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- Be able to work as part of a team
- Suitable certification
- Sailing experience
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Continued from page 84

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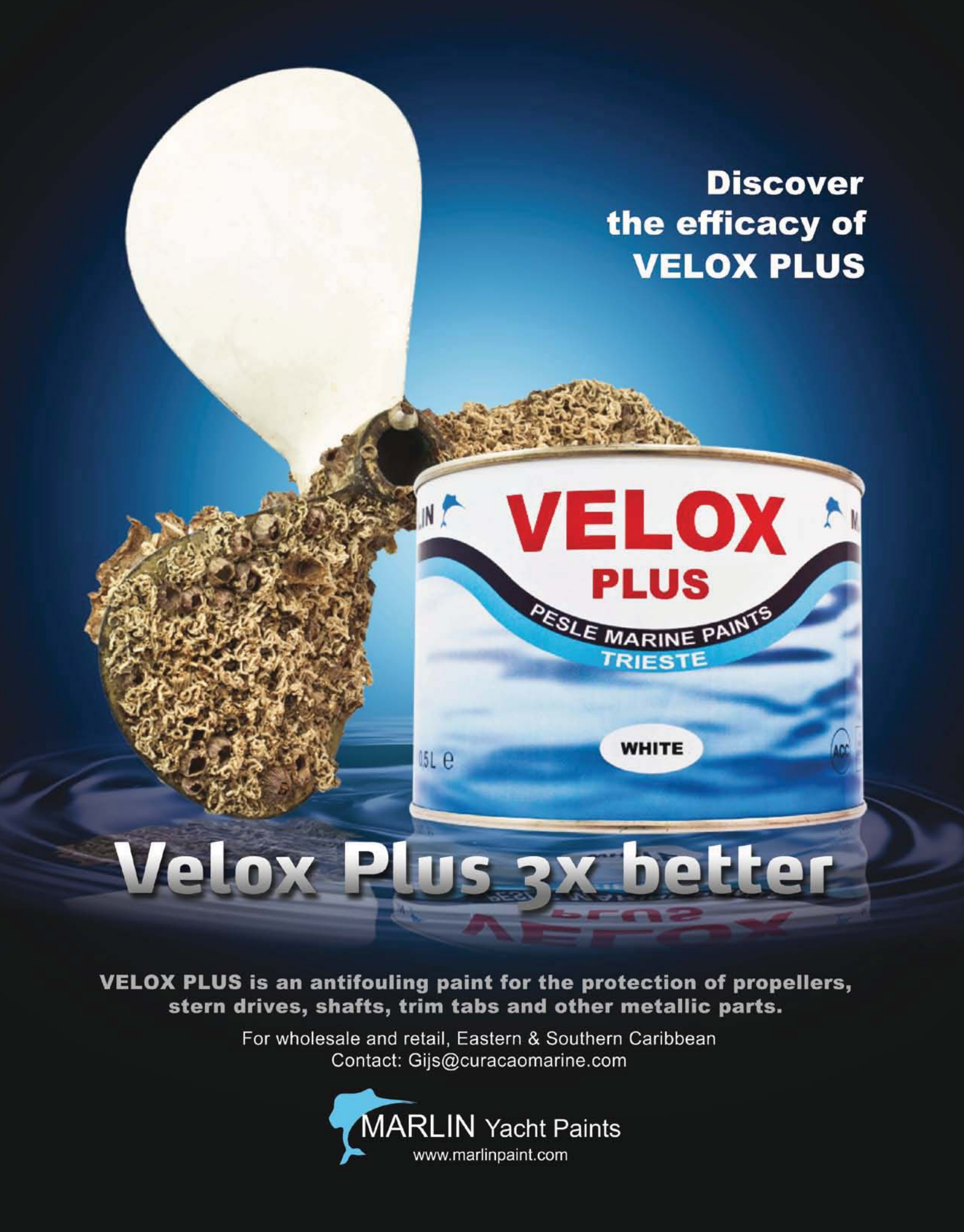
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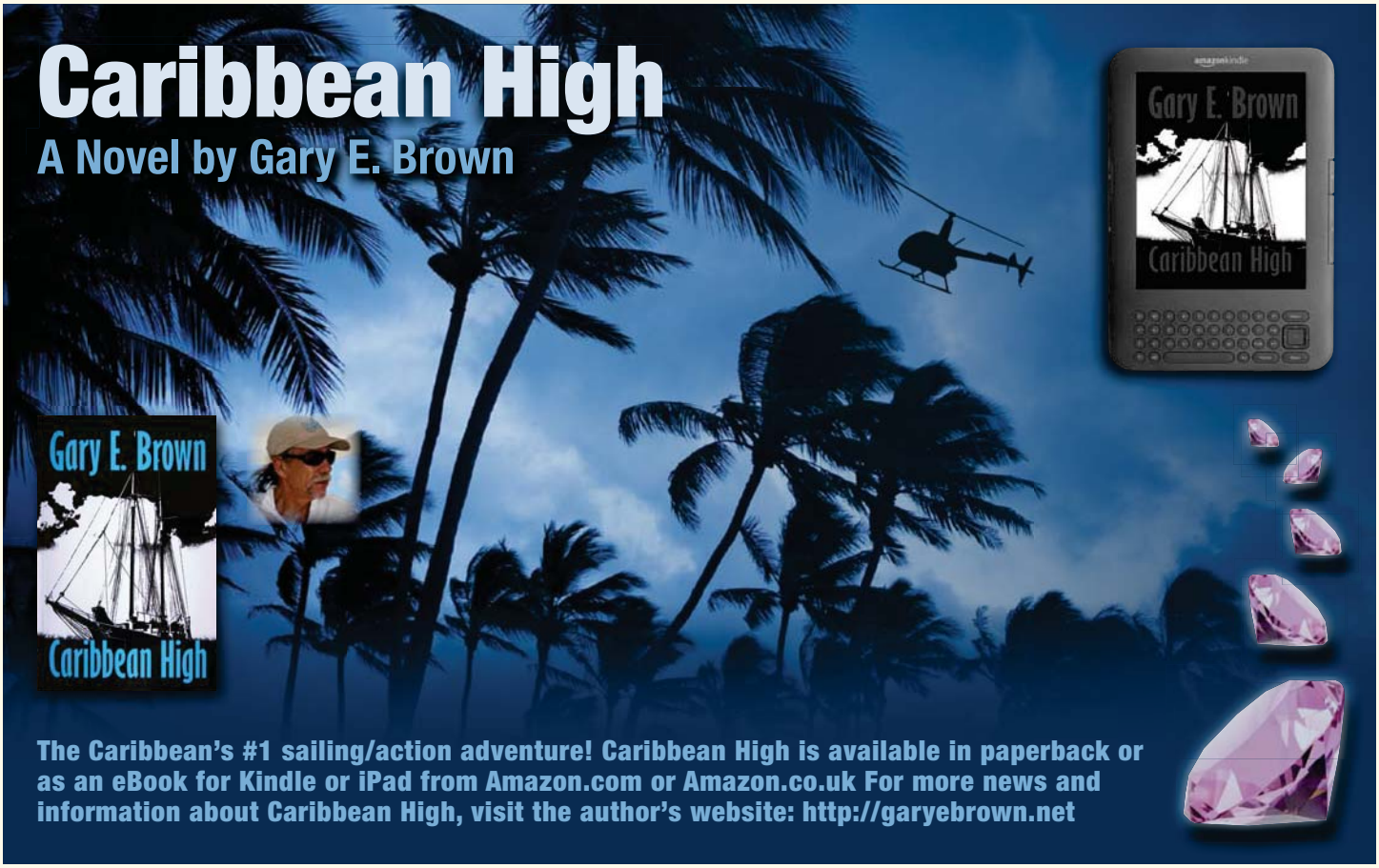
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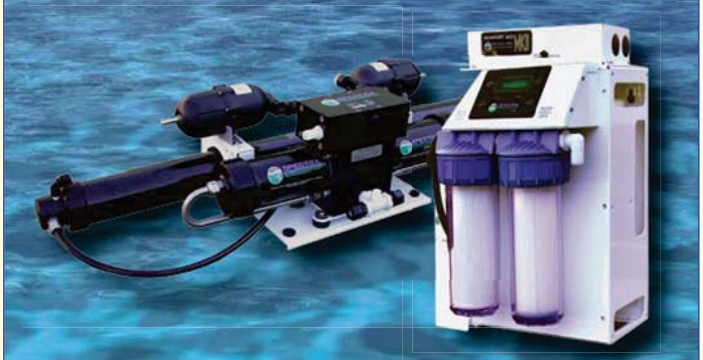
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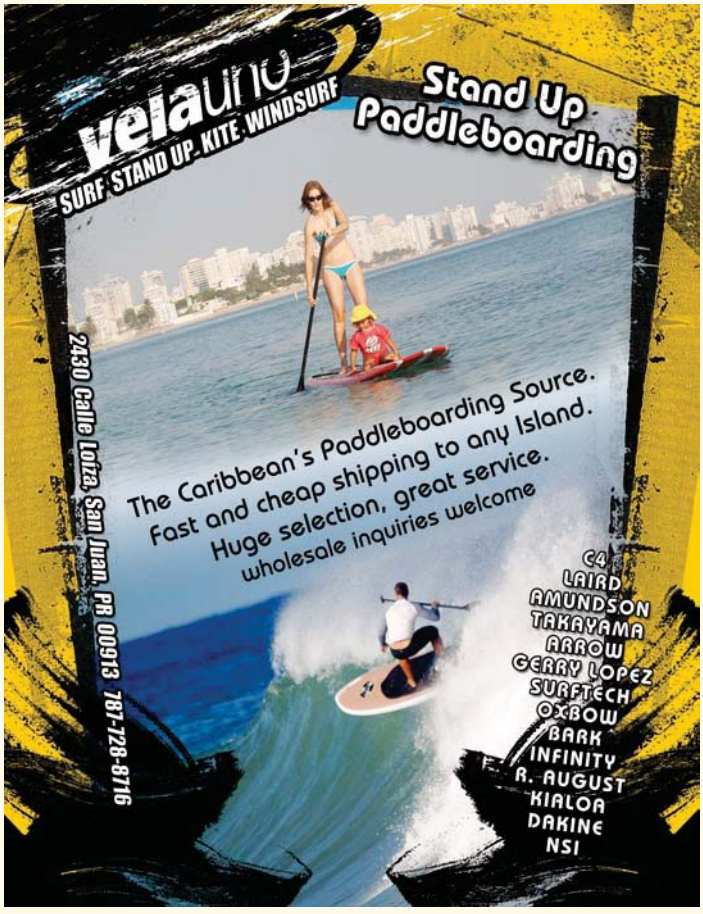
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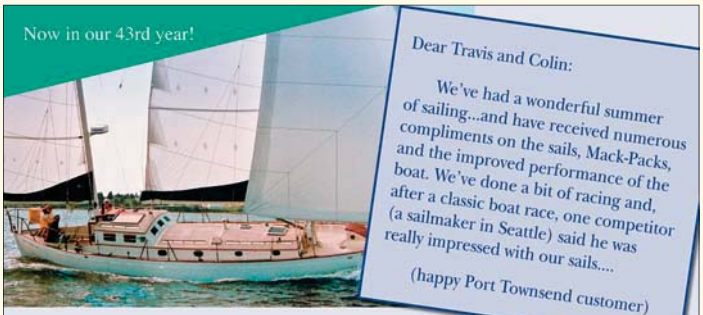
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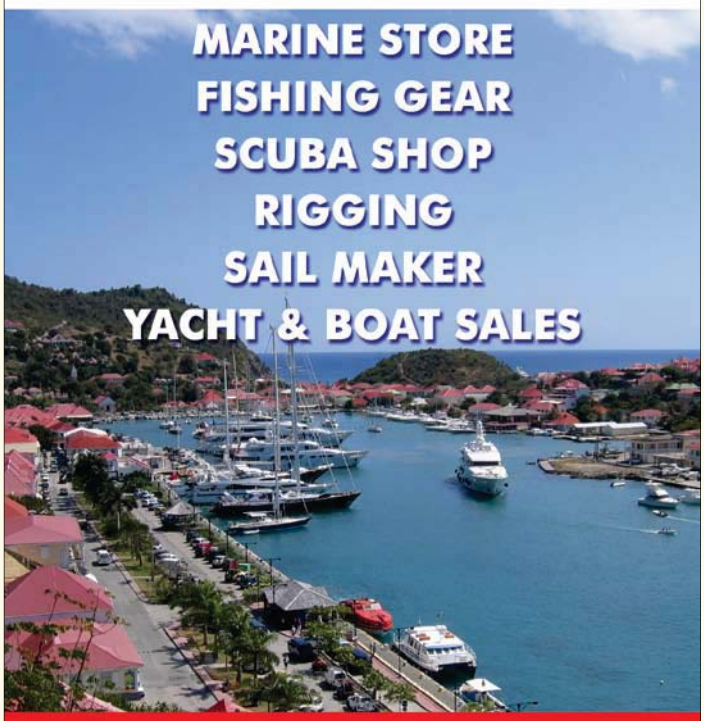
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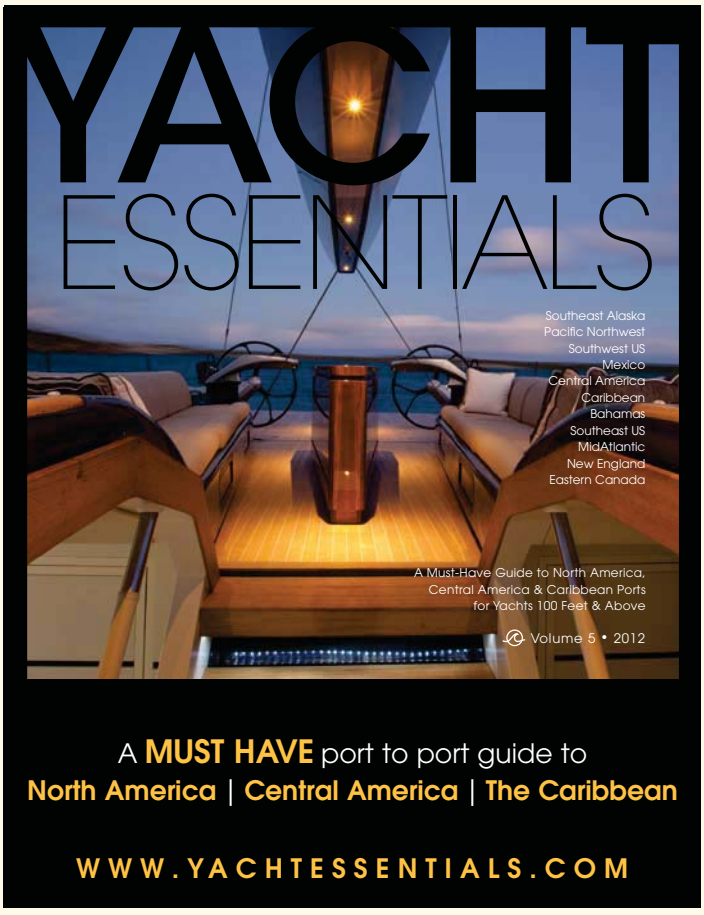
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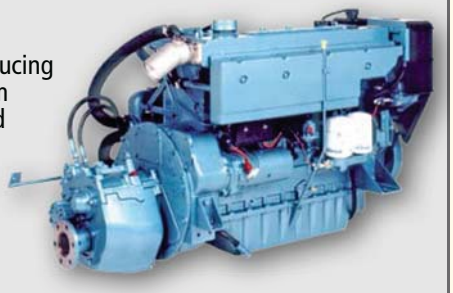
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CANVAS WORKERS NEEDED IMMEDIATELY. Minimum 3+ years experience required. Also temporary entry level position. Location: Sunny St. Thomas, US Virgin Islands. Please send resume detailing work experience & references to canvasworkervi@gmail.com

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THE DISH

RECIPES FOR ROMANCE

BY CAP'N JAN ROBINSON

Valentine's Day is usually associated with all things sweet, but not everyone loves sweet. So, put a little sweet in the savory and put a little savory in the sweet. Invite a special person in your life to a home cooked meal and serve a simple Shrimp with Fettuccine Alfredo with a green salad or Rib Eye Steak with a Balsamic Reduction and all the trimmings. Turn the lights down low and enjoy the evening.

Try chocolate and cheese together for your starter. White chocolate with a little Stilton, Roquefort and/or other intense blues. Bittersweet chocolates with triple-cream and Brie-style cheeses. Milk chocolate with goat cheese. Dark chocolate spiked with smoky chilies (an ancient combination) brings out the nuttiness of hard cheeses like Parmesan and Manchego.

SHRIMP WITH FETTUCCINE ALFREDO

Prep time: 10 minutes. Cooking time: 20 minutes. Serves: 2

4 oz fettuccine
2 Tbsp butter
10 medium shrimp, peeled and deveined
1 clove garlic, crushed
2 Tbsp chopped fresh parsley
1/2 tsp freshly ground black pepper
1 cup freshly grated Parm (or Gruyere) cheese
1/2 cup cream, heavy or light or half and half

Bring a large pot of lightly salted water to a boil. Stir in the fettuccine and cook according to package directions for al dente. Drain and set aside.

Meanwhile, in a large saucepan over medium heat, melt the butter. Add the shrimp and season with garlic, salt and pepper; cook and stir until shrimp turn pink throughout, 1 to 2 minutes. Lower the heat and stir in the cream. Add 3/4 cup Parmesan or Gruyere and stir constantly until the cheese melts and the sauce thickens.

Transfer pasta to a warmed serving dish, and cover with the shrimp Alfredo sauce. Toss to coat thoroughly with the sauce and top with more grated Parmesan. Sprinkle with parsley. Serve immediately.

RIB-EYE STEAK AU POIVRE WITH BALSAMIC REDUCTION

Prep time: 10 minutes. Cooking time: 20 minutes. Serves: 2

1 Tbsp whole black peppercorns
2 (3/4-inch thick) boneless rib-eye steaks (about 3/4lb each)
1/2 Tbsp vegetable oil
1 Tbsp butter
1/2 cup balsamic vinegar
Sea salt to taste

Coarsely grind peppercorns with a mortar and pestle. Pat steaks dry and coat both sides with peppercorns, pressing to adhere. Season with salt. Heat oil with 1/2 Tbsp butter in a 12-inch heavy skillet over moderately high heat until hot but not smoking. Reduce heat to moderate and cook steaks, about 4 minutes on each side for medium-rare. Transfer steaks to a warmed platter, and let sit a good 5 minutes. Add vinegar to skillet and deglaze by boiling over high heat, scraping up brown bits. Simmer vinegar until reduced to about 1/4 cup. Remove from heat and whisk in remaining 1/2 Tbsp butter until melted. Season sauce with salt and drizzle over steaks. Serve immediately.

CARAMELIZED ONION AND PEAR WITH MASHED POTATOES

Prep time: 10 minutes. Cooking time: 30 minutes. Serves: 2

1 red, yellow or white onion, peeled and sliced
1 pear, peeled and sliced
2 Tbsp oil
1 tsp butter
Sea salt
1 tsp sugar
4 medium size potatoes
1/3 cup cream
Sea salt and freshly ground pepper, to taste

Use a wide, thick-bottomed sauté pan for maximum pan contact with the onions. Coat the bottom of the pan with olive oil, or a mixture of olive oil and butter. Heat the pan on medium high heat until the oil is shimmering. Add the onion and pear slices and stir to coat both with the oil. Spread the onion and pear out evenly over the pan and let cook, stirring occasionally. After about 10 minutes sprinkle a little salt over and a little sugar to help caramelize. To keep the onion and pear from drying out you can use a little water. Turn heat down and cook until caramelized about 20 minutes. At the end of the cooking process you might want to add a little balsamic vinegar or wine to help deglaze the pan and bring some additional flavor to the onions.

Peel potatoes (if you like) and cut. Place in saucepan, cover with cold salted water and cook over medium high heat for 20 minutes or until soft. Mash potatoes, add cream, pear and onion mixture, salt and pepper.

GREEN AND WHITE ASPARAGUS

Prep time: 5 minutes. Cooking time: 5 minutes. Serves: 2

8 green asparagus
8 white asparagus
2 Tbsp fresh lemon juice
2 Tbsp olive oil

Brush asparagus with lemon juice and olive oil and grill until just tender, turning frequently. Or sauté in pan until tender.

STRAWBERRY FANTASY

Prep time: 20 minutes. Cooking time: none. Serves: 2

1 ripe avocado
1/2 box fresh strawberries
Sugar, to taste
1 cup champagne

Clean the strawberries and cut in quarters. Halve the avocado and scoop out pulp with a teaspoon. Put strawberries and avocado in decorative serving size glasses or bowls. Sprinkle with sugar and pour champagne over top. Serve immediately.

Capt. Jan Robinson holds certificates from the Culinary Institute of America, The Ritz Cooking School, and the Cordon Bleu. Her Ship to Shore Cookbook Collection *is available at your local marine or bookstore. Or visit www.shiptoshoreINC.com, email CapJan@aol.com or call 1-800-338-6072 and mention All at Sea to receive a discount.*

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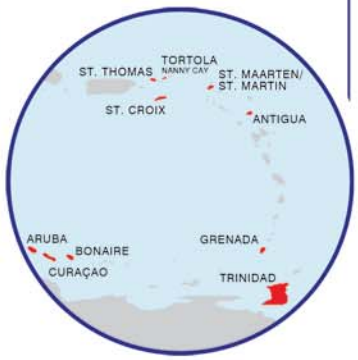
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