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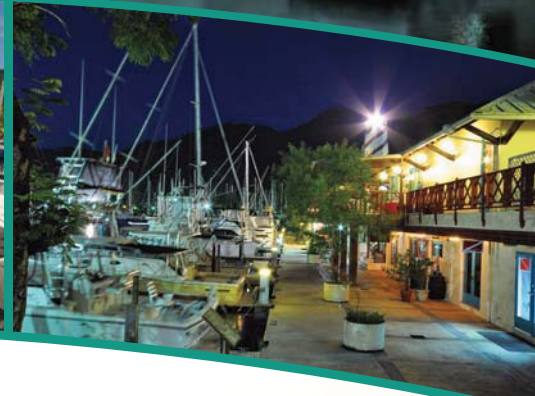
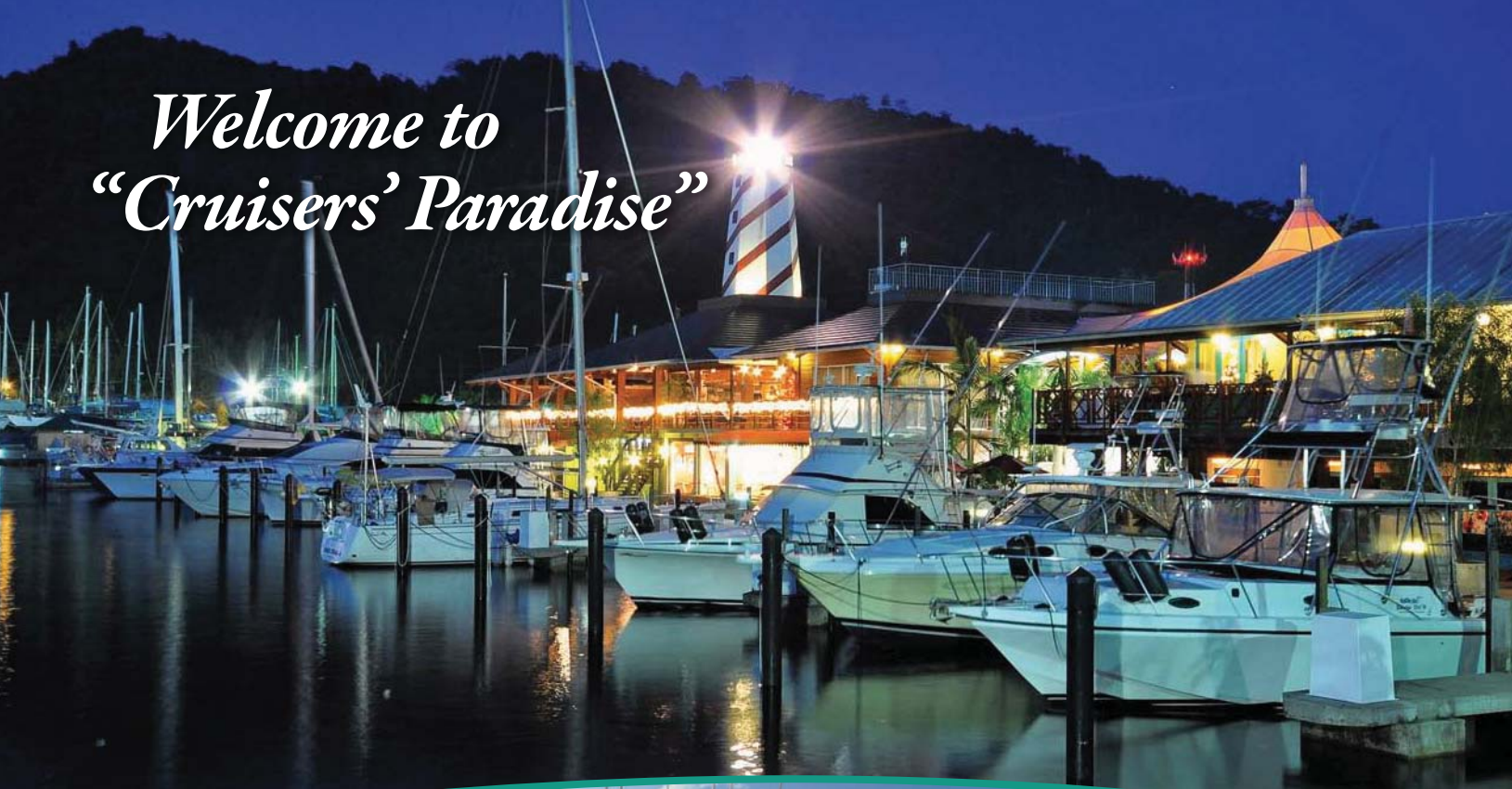
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RACING OR CRUISING – THE BUCKING IRON STOPS HERE!

What a crazy few months. I can't open my mailbox without news of yet another regatta and the thrilling exploits of those who take their pleasure on the race course. Looking for a word to sum it up, I would say 'evolving' fits the bill.

Regattas are being forced to change with the times and driving the changes are the competitors themselves. With bigger and faster boats, often sailed by professional crews, many regattas are struggling to keep pace. For some yacht clubs and governing bodies, trying to keep up with the competition from other islands and the amount of cash they can pump into a regatta, is becoming a major challenge. And some see it as a backward step.

Competitive yacht racing has always been expensive. You expect millions of dollars to be spent on organizing the Americas Cup and the big offshore campaigns such as the Vendee Globe and Volvo Ocean Race, but you don't expect to see such big budgets in the Caribbean.

Have regatta organizers created a monster? The answer to that is yes, in part, they have. Big, well funded regattas, like squalls that roar across the water taking all the wind with them, leave not a breath for the smaller regattas and some have been cancelled this season.

It's not all full speed ahead and damn the torpedoes. Some regattas, having successfully attracted the sailing 'rock stars' they craved, are now looking at ways to get more grassroots sailors to take part by introducing 'open' classes. In changing times, these regattas lead the way.

In this edition, Susan Zaluski describes the building of a Traditional 'Tortola' boat on Jost Van Dyke (page 38). Wooden boat building is something that is dear to my heart as I once made my living building and repairing wooden boats. When I worked as a shipwright, wooden boat building was seen as a dying art and one that was almost impossible to learn. Since then there has been a renaissance in wooden boat building and boat building schools are all the rage. Some companies are even offering apprenticeships.

Jan, my wife, was my apprentice and she was the only one I would trust with the bucking iron. For the uninitiated, a bucking iron is a large metal cylinder, weighing about ten pounds, with a small nipple embedded in one end. Posh bucking irons have a butt like a rifle that fits against your shoulder. This makes it more comfortable to use. We had the poor man's ver-



sion, which you held in two hands. A bucking iron is used for hanging planks. The shipwright outside the boat (Jan) drives a copper rivet through a pre-drilled hole in the plank and frame and then holds the nipple of the bucking iron against the head of the rivet. Inside the hull, the other shipwright then places a rove (a copper washer) over the inboard end of the rivet and using a small hollow metal tube, drives the rove down the rivet until it is snug against the frame. Then the fun starts.

Using a ball pein hammer, the shipwright inside peins over the rivet as his mate, on the outside, holds the nipple tight against the head of the rivet and throws all their weight behind the bucking iron.

The shape of the hull dictates the stance taken by the one holding the bucking iron. Some planks are high on the hull while others are low down forcing you to kneel or lay on your back in the mud. After a few days and a several planks, my wife grew to hate the bucking iron and slightly altered its name.

I would have changed places with her, but then you have never seen my wife use a hammer, and dents in my new planking and frames would have made me cry.

When I moved from repairing wooden boats to (gulp) plastic, like any good shipwright I took my collection of specialized tool with me. I have my caulking irons and mallets, seaming tools and caulking rakes.

Jan never told me what she did with her bucking iron ... 🙄

Gary E. Brown,
Editor



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PHOTO BY LIESBET COLLAERT

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COVER SHOT: Racing to windward

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ALL AT SEA CARIBBEAN

Publisher:
CHRIS KENNAN
publisher@allatsea.net

Editorial Director:
GARY BROWN
gary@allatsea.net

Art Director:
AMY KLINEDINST
amyk@allatsea.net

Advertising:
Caribbean Sales
GUY PHOENIX
guy@yachtessentials.com

Southeast US Sales
KAREN TORTORIELLO
karen@yachtessentials.com

Advertising Inquiries:
advertising@allatsea.net

**Accounting,
Subscriptions:**
accounting@allatsea.net

Owned and Published by
Kennan Holdings, LLC
382 NE 191st Street #32381
Miami, Florida 33179-3899
phone (410) 929-2248
fax (815) 377-3831

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



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WHERE IN THE WORLD?

CONGRATULATIONS, CAPTAIN NED STONE, AND THANKS FOR READING *ALL AT SEA*!



Captain Ned Stone wrote to say he enjoyed reading *All At Sea* while on a freelance trip through the Exumas and Rum Cay, Bahamas. In the photo, Ned is pictured with the famous Mermaid of Rum Cay and the Caribbean's #1 waterfront magazine!

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ISLAND EVENTS & INTERESTS

ALL AT SEA'S CARIBBEAN COVERAGE



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Superyachts Compete in Virgin Gorda





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St. Maarten/St. Martin
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(U.S.V.I.)

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St. Kitts & Nevis

Barbuda

Antigua

Montserrat

Guadeloupe

Marie-Galante

Dominica

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Martinique's Riviera:
Anse a L'Ane, Anse Mitan
& Trois Islet



Caribbean Sea

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The Grenadines

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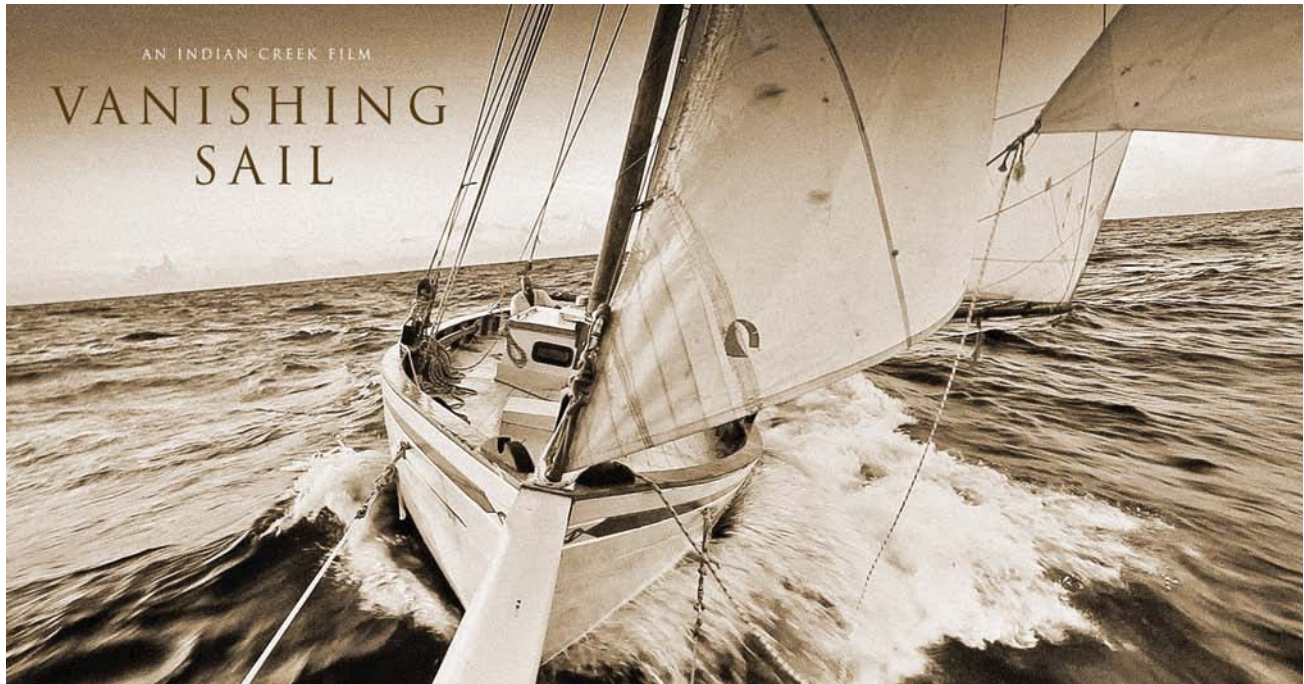
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Trinidad Carnival Regatta
2012: Vexing Conditions—
Excellent Racing

Tobago

Trinidad

CARIBBEAN NEWS

A BRIEF LOOK INTO THE HAPPENINGS OF OUR WORLD



Vanishing Sail

ANTIGUA – Sailing enthusiasts interested in supporting the arts are now able to make the transition from interested observer to active patron with just a click of the mouse. Independent film maker, Alexis Andrews, is in the final stages of filming his documentary, *Vanishing Sail: A Caribbean Tradition on the Verge of Extinction*, and is extending an invitation to the sailing community to take an active role in its completion by making donations using a new fundraising medium: Kickstarter.com

The goal is to raise \$48,000 on Kickstarter. Patrons who pledge any amount from \$20 - \$5,000 will be rewarded with a commemorative gift pertaining to the production of *Vanishing Sail*. The first six donors who pledge the amount of \$500 or more will be offered the rare experience of a crew position on one of the Carriacou sloops during the 25th Antigua Classic Yacht Regatta & St. Barth's West Indies Regatta.

Vanishing Sail tells the story of trading by sail in the West Indies, and follows a community of boat builders in Carriacou who struggle to maintain their tenuous grip on a dying skill. Through a collection of dramatic sailing scenes, rare archival footage and unprecedented interviews with the last old, Caribbean Sea Captains, *Vanishing Sail* seeks to preserve their legacy.

www.kickstarter.com www.vanishingsail.com

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The St. Maarten Yacht Club will host the 11th annual Marlow One-Design Regatta in June.

This two-day regatta attracts top-notch teams from throughout the Caribbean. The event takes place on St. Maarten's Simpson Bay Lagoon using Lagoon Sailboat Rental's fleet of Jeanneau 20 one-design sloops. Short courses and stiff competition make the Marlow One-design Regatta one of the most exciting in the Caribbean.

To book a place in the regatta or for information, E-mail: director@bigboatseries.com or kathy@smyc.com


the rally on November 25th in Las Palmas de Gran Canaria.

Spaces in the ARC booked up faster than ever, surpassing the 2011 entry level by early February.

So far the smallest boat is Wolfgang Vandrey's Contest 28 *Quetzal*. The largest is the Swan 80, *Berenice*. ARC 2012 will be a truly international affair, with boats sailing under the flags of 33 nations. British boats make up just under one third of the fleet, with Germany being the second-largest national grouping.

The prize for the oldest boat of 2012 looks like being between two boats built in 1926 – *Peter von Seestermühe* owned by long-term ARC supporter Christoph von Reibnitz, and Peter Brownsell's *Peregrin*.

So far, 23 catamarans have registered, six short of last year's record

The RORC racing divisions have a healthy 42 entries, with good competition and fast crossing times promised from the Swan 80 *Berenice* and Swan 82S *Nikata* at the larger end of the fleet, and some speedy Judel/Vrolijk designs in the sub 60ft division. 

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

MAY 25-28
46th Annual Antigua & Barbuda Sports Fishing Tournament | **Deep Sea Fishing**
www.antiguabarbudasportfishing.com

CUBA

MAY 21
20th Anniversary Party of Hemingway International Yacht Club of Cuba
Boat Show | www.hemingwayyachtclub.org
yachtclub@cni.h.mh.cyt.cu | 537-204-1689

CURACAO

MAY 17-20
Curacao Challenge Windsurfing Slalom and Freestyle Competition 2012
Windsurfing | www.curacaochallenge.com
info@curacaochallenge.com

DOMINICAN REPUBLIC

MAY 17-22
International Cap Cana Billfish Tournament | **Deep Sea Fishing**
www.intlbillfishourns.com
a.new@capcana.com | 809-695-5539

GUADELOUPE

MAY 16-20
Around Guadeloupe Regatta
Sailing Regatta | www.triskellcup.com
organisation@triskellcup.com
0690-49-57-57

ST. CROIX, USVI

MAY 19-20
CROOD - Cruzan Open One Design Regatta | **Sailing Regatta**
www.stcroixyc.com
chris.schreiber59@gmail.com

ST. MAARTEN / ST. MARTIN

MAY 30-JUNE 2
The Bill Fish Tournament
Deep Sea Fishing
www.billfish-tournament.com

ST. THOMAS, USVI

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Each month Sea Hawk will judge the testimonials based on content and creativity. Every monthly semifinalist will be eligible for a drawing at the end of the year for a free bottom job. So take a few minutes and tell us your story about Sea Hawk paints.*

Contest entry dates and details

Entries must be received by the last day of each month. Sea Hawk will choose the monthly winners and the Grand Prize will be awarded in December, 2012. Please make sure your photo is of high quality. Email your entry to Contest@SeaHawkPaints.com.

*See Official Rules online at SeahawkPaints.com/contest



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YACHT CLUB NEWS

SHARE YOUR HAPPENINGS WITH THE CARIBBEAN COMMUNITY

St Thomas Yacht Club welcomes new Sailing Coach

Augustin (Argy) Resano is back at the St. Thomas Yacht Club (STYC). The professional coach, from Argentina, adds his weight to the team of accomplished sailing instructors.

With over ten years of international coaching experience, Resano has coached Optimist, 420, and J-24 class sailing in the US, Canada, South America, New Zealand, Mexico and Europe. He is also no stranger to the US Virgin Islands and the St Thomas Yacht Club, having coached various teams since 2001.

"We are really pleased to have Argy back at the Club," said STYC Manager Bill Canfield. "We have a tremendous junior sailing program at our little club and Argy's experience and accomplishments will provide us with new opportunities to build on our success. We believe he is one of the elite Opti coaches in the world and accomplished in double-handed boats as well"

Resano will be working with youth between the ages of eight and 18 years who are currently sailing in Optimist, Laser and 420 classes.

"The Junior Sailing Program has been working with the sailors and their families to create programs and classes that meet the needs of our talented juniors," said Canfield. "Argy has been working closely with the club to develop the best classes possible to assist us with training sailors for the Scotiabank Regatta and beyond."

A spokesperson for the club said that junior sailors in St Thomas can now look forward to even more training and international racing opportunities.

With various classes and training programs offered after school and on weekends, Resano will be focusing on advanced training and racing skills for sailors.

"It is great to be back in St Thomas and working with these sailors," said Resano. "The program we'll be offering will build on some of the great skills these sailors have learned and provide many of

them with new opportunities to compete."


For information on Optimist, Laser and 420 classes at the St Thomas Yacht Club, e-mail: stycsailing@gmail.com

Nevis Yacht Club report progressive year

Following its annual general meeting, the Nevis Yacht Club elected the following officers: Anthony George, Commodore; Mark Theron, Vice Commodore; Miles Denne, Rear Commodore; Deby Wallace, Secretary and Shari Greaves, Treasurer.

During the meeting, Captain 'Brother' Arthur Anslyn was honored with a life membership. In a press release, the club said Anslyn was honored for his long service to the executive committee and his contribution to the club. The release also noted his expertise in maritime affairs, and his invaluable help as a government liaison.

Accepting the honor, Captain Anslyn said he will continue to be an active advisor to the club and serve on the Nevis Sport Fishing Tournament committee.

The Club said 2011 was a progressive year, with additional sailing boats added to the fleet, the acquisition of a safety boat and Club burgees, and having two of Nevis' young sailors representing the island in the St Maarten SOL Optimist Regatta in November. 

Yacht Clubs! Please send your news to: editor@allatsea.net

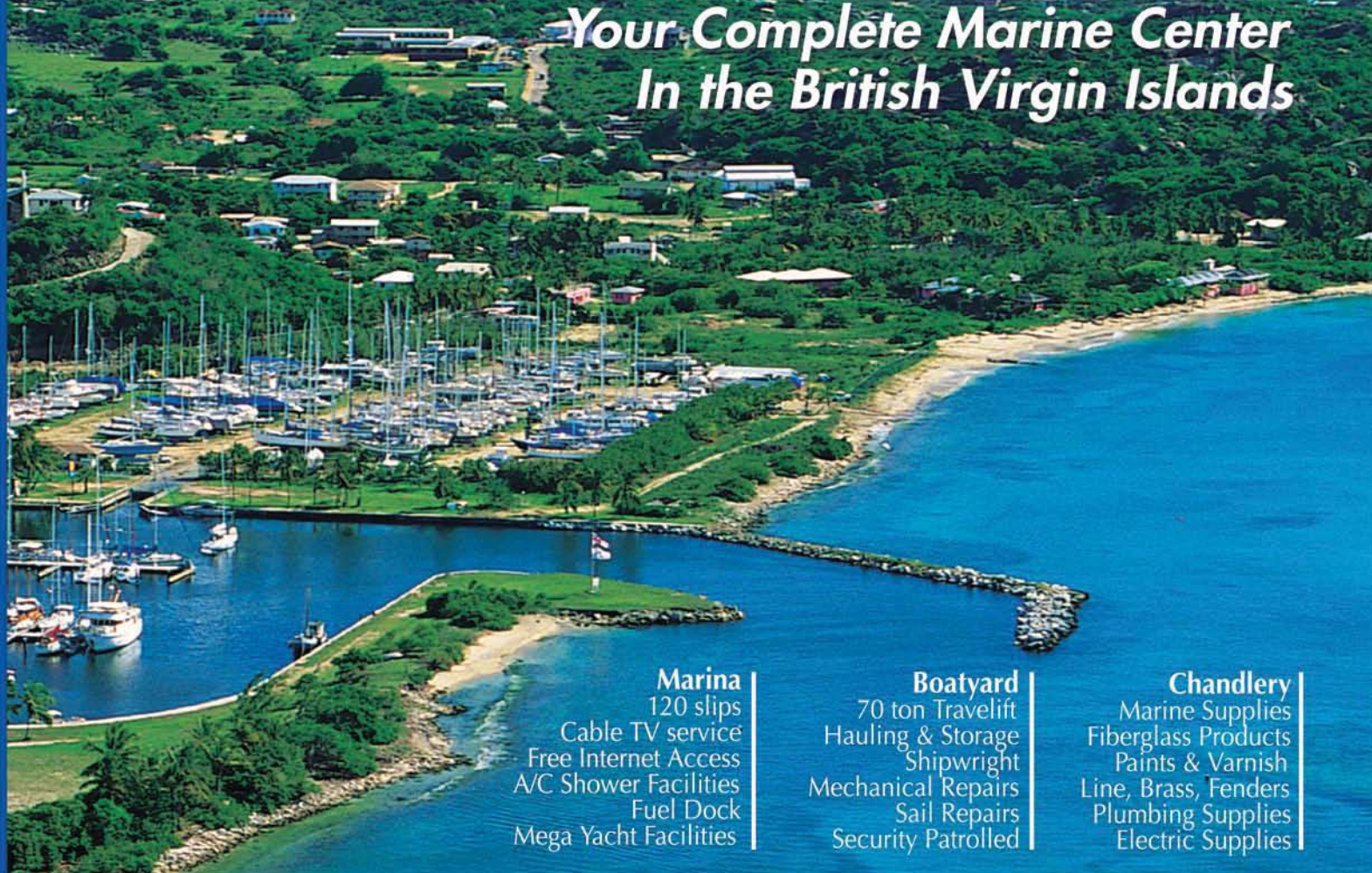


Nevis Yacht Club (left to right): Commodore Anthony George; Rear Commodore Miles Denne; Treasurer Shari Greaves; Captain 'Brother' Arthur Anslyn; Secretary Deby Wallace and Vice Commodore Mark Theron



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GILL COMMODORES CUP BREEZY OPENING TO 32ND ST. MAARTEN HEINEKEN REGATTA

There are many adjectives one might employ to describe the sailing conditions in Simpson Bay, off the south coast of St. Maarten, for the running of the Gill Commodores Cup, the kick-off to the 32nd annual St. Maarten Heineken Regatta. "Sporty, sunny, and breezy" would all apply.

In easterly winds of 18-22 knots and seas of three to five feet, 25 boats in four classes set sail in the two-race series scored separately from the St. Maarten Heineken Regatta for the flat-out racing crews, many of whom use the regatta as a practice day before the start of the three-day main event.

"It couldn't have been a better day," said David Pritchard, president of Gill North America, the event's official supplier of technical racing and sailing gear and sponsors the Gill Commodores Cup. "The race management was excel-

lent; the racing went off right on the money. And it's such a unique event, with such an international group of sailors. From our perspective as a sponsor, it couldn't be friendlier."

The Gill Commodores Cup showcased several of the top match-ups in the fleet. In Class 1, Bill Alcott's 65ft *Equation* and Marco Iglesias's Volvo 70, *Gran Jotiti*, squared off like a pair of prize fighters in the regatta's figurative Heavyweight Division. At the end of the bout, however, the clear winner was *Equation*, with a pair of bullets. *Gran Jotiti* earned second, and John Wilson's powerful 78ft sloop, *Idea*, was third.

The powerful Class 2 division, loaded with half a dozen strong teams, saw some of the closest racing. And while many of the yachts were capable of podium finishes, the glory went to Puerto Rico's Jaime Torres and *Smile and Wave*,



Bill Alcott's *Equation* scored two bullets

with a third and a first, followed by *Lazy Dog* and *El Ocaso*.
 With the exception of one Sun Odyssey 52.2, the seven-boat Class 3 fleet was comprised of a half dozen Beneteaus. When the final scores were tallied, the winner, with a first and a third, was Sean McGinn's Beneateau First 40.7, *Team Red, White & Blue*, followed by Paul Johnson's First Class 10, *Bruggadung 2*, and Patrick Holoran's First 40.7, *Caipirinha*.
 Class 4 was another strong fleet, with Frederic Duthail's JPK 960, *Elliott*, and Andrea Scarabelli's Melges 24, *Budget Marine/Gill*, atop the leader board with identical records of a first and a second, but the tie-breaker gave the win to *Elliott*. Another Melges 24, *Coors Light*, sailed by Frits Bus and Peter Houtzager, was third.

For full results, visit: www.heinekenregatta.com. 


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BUDGET MARINE MATCH RACE CUP

RATHBUN WINS IN CHALLENGING CONDITIONS



On a shifty, challenging course that put a premium on tactics and boat handling, British Virgin Island skipper Colin Rathbun topped an international field of competitors in the waters of St. Maarten's Simpson Bay Lagoon to win the fourth annual Budget Marine Match Racing Cup.

For his efforts, Rathbun and crew grabbed the winner's purse of \$5,000. The second-place finisher, David Storrs, a U.S. sailor based on Long Island Sound, received \$2,000. In the petit final, Russian match racer Eugeny Nikiforov beat Holland's Bouwe Bekking—one of the world's top ocean racers—in straight sets for the third-place prize of \$1,000.

"In match racing the press focuses on the skipper, which is unfortunate," said Rathbun. "It really is the ultimate team sport. Nick Cunha is our bowman and Kevin Wrigley does the main and calls tactics. They put the boat in the right direction and told me where to point it."

Rathbun and Storrs advanced to the finals after dominating the competition in the seven-flight round-robin tournament, in which each skipper and their two-person crews race against one another aboard identical 20ft Jeanneau Sunfast sloops.

Storrs—sailing with recent U.S. college sailing stars Steph Roble and Maggie Shea tore through the preliminary



Above: Wind shifts made life difficult at the top mark. Left: Colin Rathbun

rounds with a 6-0 score.

In the first race of the finals, Storrs's bow tapped Rathbun's boat amidships and he was flagged for the penalty infraction. Rathbun went on to take the start and cruised to a wire-to-wire victory.

In what proved to be the final race, the two skippers hit the line at speed, with Rathbun at the committee boat end of the line on port and Storrs at the pin end on starboard. Storrs maintained a seven-second lead at the windward mark but downwind Rathbun had narrowed the lead to four seconds at the leeward buoy.

On the second beat and with victory in sight, Rathbun forged ahead and held a 14-second lead to the finish.

"Colin found a way to beat us, but this has really been fun," said Storrs. "I've never been to St. Maarten before and I was thrilled to get an invite. And we'll be back as often as they ask."

PHOTO: TIM WRIGHT WWW.PHOTOACTION.COM



The Caribbean's only offshore race attracted 578 sailors from 36 countries including a number of world-class Spanish sailors racing on the Volvo 70, *Gran Jotiti* and Swan 56, *Clem*.

Some of world's most extraordinary yachts, five over 100ft, entered the race. The 214ft *Baltic, Hetairos*, skippered by Vincent Fauquenoy, took line honors, finishing the course in 2d 39m 32s.

Hetairos navigator, Marc Lagesse, admitted to being surprised to be the first yacht to finish. "From a navigator's point of view, I got a few calls not quite right. However, we did have a few decisions work out for us by chance and I would always say it is better to be lucky than good," Lagesse said.

Hetairos was pushed hard by George David's *Rambler* and it was not until half way through the race that the big boat managed to pass the 90ft maxi.

Niklas Zennstrom's *JV72, Rán*, was the next yacht home. Less than an hour behind *Rambler*, she claimed the overall win on corrected time.

"Team *Rán* have been looking forward to this race," Zennstrom said. "The reason I was attracted to the race was that we enjoyed Antigua Sailing Week and the idea of an offshore race in the Caribbean is very appealing."

The multihull record for this event has not been beaten since the inaugural race in 2009. The 63ft Trimaran, *Paradox*, skippered by Olivier Vigoureux, was first home but failed to better Region Guadeloupe's record set in the inaugural race of 2009.

Colin Buffin's Swan 62, *Uxorious IV*, was first to finish in IRC 1. They were followed some three and a half hours later by Amanda Hartley's Swan 56, *Clem*. Hartley claimed the victory by a mere 21 seconds on corrected time.

In Class40, Christophe Coatnoan's *French Partouche* and Christof Petter's *Austrian Vaquita* slugged it out around the course with *Vaquita* finishing just 15 minutes ahead of *Partouche*. However, *Vaquita* failed to start the race correctly and to the crews' disappointment, the class win went to *Partouche*.

For full results, visit: caribbean600.rorc.org

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HEINEKEN REGATTA 2012

THE BEAT GOES ON

BY HERB McCORMICK

PHOTO: DENIS F. MCBRIARTY AIRPIXELS.NET



The Volvo 70 Gran Jotiti coasted to a class victory in CSA 1

In absolutely perfect Caribbean racing conditions, with steady trades pumping out of the east at anywhere from 12 to 25 knots, a solid fleet just shy of 200 boats—including a record-setting twenty catamarans and trimarans—set sail in early March in the waters off St. Maarten for the 32nd annual running of the sudsy St. Maarten Heineken Regatta.

The event's motto—Serious Fun—once again held true, as the racers, competing in 16 separate classes, reveled by day in the pumping breeze and three to five-foot turquoise seas, and by night at the world-class parties that truly make the Heineken Regatta a one-of-a-kind event. When the final scores were tallied, however, no sailors had more fun than those aboard Richard Wesslund's J/120, *El Ocaso*, which earned the prize for the regatta's Most Worthy Performance Overall by virtue of winning the event's most competitive class, CSA 4.

"This was our sixth year racing in St. Maarten," said Wesslund. "We've won our division twice but never this prize. I



Most Worthy Performance Overall went to Richard Wesslund's J/120, *El Ocaso*, the winner of the event's most competitive class, CSA 4

want to thank my great team for all their hard work over the years. We'll be back!"

El Ocaso may have been the regatta's biggest winner, but the most photogenic—and historic—yacht in the field was Matt Brooks' classic beauty *Dorada*, which topped a

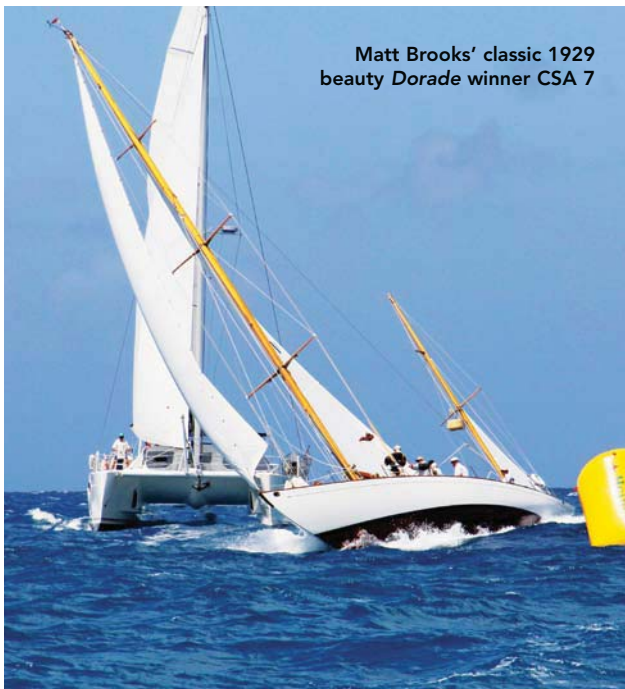
competitive CSA 7 division. Built in 1929 to a design by a young naval architect named Olin Stephens, *Dorada* launched the legendary designer's career the next year when it won the 1930 Transatlantic Race. Brooks brought the refurbished 52-foot yawl to the islands in preparation for this year's Newport-Bermuda Race, an event *Dorada* also won in 1932.

Dorada wasn't the only yacht, however, with a well-established record in international racing circles. Representing a more contemporary take on state-of-the-art offshore racers was Bill Alcott's Farr-designed Transpac 65, *Equation*, which won the grueling Sydney-Hobart Race in 2007, when she was called *Rosebud*.

On the first day of racing, on March 1st, *Equation* and another 'heavyweight contender'—Ernesto Corntina's Volvo 70, *Gran Jotiti*, crewed by an all-star line-up of Spanish America's Cup and Volvo Ocean Race veterans—waged an epic duel in CSA 1 on the annual round-the-island race that kicks off the festivities. On elapsed time, *Gran Jotiti* won the battle in a time of 3: 03: 26 with *Equation* just four minutes in arrears. That was still quick enough to give *Equation* the victory on corrected time.

It set the stage for what appeared to be a weekend of close racing, but unfortunately, *Equation* broke a spreader falling off a steep wave on the second day of competition, and *Gran Jotiti* coasted to a class victory in CSA 1.

In Multihull 1, Peter Aschenbrenner's graceful, bird-like Irens-designed 63-foot tri, *Paradox*, also parlayed a win in the opening round-the-island race (in a blistering time of 2: 48:19) into an easy overall victory in her division.



Matt Brooks' classic 1929 beauty *Dorada* winner CSA 7

PHOTO: OCEAN MEDIA/GARY BROWN



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Racing Circuit

As in every St. Maarten Heineken Regatta, the fleet was represented by a broad cross-section of boats and competitors, not to mention a strong contingent of chartered bare-boats. At the upper end of the scale was a pair of Swan 100s: Tomek Ulatowski's *Varsovie* and Bill and Carolyn Titus' *Virago*, the latter the winner of CSA 2.

On the 'diminutive' side of things was a trio of Melges 24s, including local St. Maarten boats sailed by Andrea Scarabelli (*Budget Marine/Gill*) and co-skippers Frits Bus and Peter Houtzager (*Coors Light*), who finished first and second, respectively, in CSA 3.

Sprinkled between those extremes were dozens of one-designs, custom boats and racer/cruisers. As always, local knowledge played a major role in the outcomes of several divisions. That was certainly the case in CSA 5, where Sir Robert Velasquez, at the helm of his well-known Beneteau 45F5, *L'Esperance*, drove to victory.

It was also the script in CSA 6, where Ian Hope-Ross, Commodore of the St. Maarten Yacht Club, claimed his fa-



This year the multihulls were out in force

PHOTO: OCEANMEDIA/GARY BROWN

miliar spot atop the standings on his well-sailed Beneteau First 36.7, *Kick 'em Jenny*.

For a complete list of results, visit www.heinekenregatta.com

Heineken Regatta press writer Herb McCormick is the senior editor of *Cruising World* magazine and the author of *'Gone to the Sea'*, an anthology of his sea stories.

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THE NW MARITIME'S SPRING SYMPOSIUM GOES FAT

BY CAP'N FATTY GOODLANDER



Cap'n Fatty rolling home across the Atlantic

I recently had the honor of giving the Keynote address at the NW Maritime's Spring Symposium in Port Townsend, Washington. I'm happy to report I fell in love with the place, people, and organization – a finer group of sailors could not be found. Most of all, I fell in love with the town itself. (The Mayor crashed my cocktail party, how cool is that?)

To say that it is boat-crazed is to make an understatement. I've never been in any place so head-over-heels in love with sailing vessels. The only explanation of how this came to be, which makes any sense to me, is that after a century of wooden boat building, enough Cuprous Oxide (a marine wood preservative) leaked into the water system to derange them all.

Picture a town where all the hippies gulped down one-too-

many jello shots of bilge water and you have the general idea.

The local shipwrights actually snort dry rot in the Pacific Nor'west! Copies of *Wooden Boat* magazine are kept with *Maxim* and *Playboy* – so they don't get drooled on too much. Seedy guys in dirty foul weather jackets actually roam up and down the streets outside the shipyard, selling pilfered caulking irons, mast-hoops, and draw-spokes.

Even the local ladies get into it. Sailor girls in Port Townsend won't sleep with guys who don't know how to long-splice, worm-and-parcel, or tie a double-constrictor knot.

... even the S&M crowd in Port Townsend have ragged copies of Ashley's.

Land logic just doesn't apply in Port Townsend.

It is, of course, the home of the Port Townsend Wooden Boat Festival.

This is an entire week where the Woodies literally run riot and terrorize any lubbers who don't know their port from starboard.

This is the strange and twisted marine madness into which I innocently walked – fresh from seven years of serenity upon the sea.

The actual attendees of the symposium were limited to 200. However, there were 25 presenters besides myself, including Bob Perry, Beth Leonard, Brion Toss, Steve D'Antonio, Barbara Marret, Ace Spragg, Mark Bunzel, Dan Stabbert, Matt Thompson, Carol Hasse, Dan Newland, Chuck Hawley, Brion Toss, etc.

My first seminar was on Cruising Cheaply. I started off briskly with this statement: "I have two messages for you. One, don't waste your money frivolously, and, two, don't listen to experts. And all of you have just spent 300 bucks to hear all kinds of experts ... at least one of which is an uneducated penniless fool who can barely afford shoes ... and who intends to lecture you sternly on your spending habits."

"Does this make sense?" I asked, and then shouted, "NO!"

I quickly followed this up with, "Is it too late to get your money back? YES!"

Indeed, it is odd to be in a room full of people wearing watches, which cost more than the vessel you just circumnavigated on ... while you're wearing discarded clothes looted from the dumpster behind Good Will, and telling these stylishly-dressed people they should be handling their money differently.

But such is the cruising life when translated ashore.

The Keynote, of course, was key.

It started at 7:30 in the evening and was scheduled to go to 9pm.

I started off by saying I was going to sum up everything they'd learned thus far and would learn the following day—and then turned on a large fan in front of a giant pail of water. Next, I dropped a piece of Tupperware into the water, which immediately blew downwind.

"That's it," I said. "I know it seems simplistic, but that's it. Sailing isn't complicated; it is we modern sailors who are complicating it."

Yeah, I thought it was a fairly lame opening too – but they didn't. Having already sat through endless hours of highly technical monologues on serious marine subjects – it hit their funny bone perfectly.

I'm like a prize-fighter. Once I get you on the ropes, you never recover. I had people literally falling out of their seats with laughter. One woman told me later it was everything she could do "not to pee."

I took that as high praise.

It was a magic evening during which I could do no wrong. For instance, I had the first few slides of my PowerPoint pre-

sentation intentionally goofed up – as a joke. I was going to pretend to be befuddled. But somehow it didn't work ... and slides started zipping back-and-forth at random, which completely befuddled me for real, which the audience found hysterical because of the set-up.

... so much for planning.

It is an amazing feeling to have a roomful of adults—a large group of otherwise sane, intelligent people—laughing uncontrollably at your every utterance.

I mean, sure, I intended to be funny but these folks were so in tune with my wacked sense of humor that they were laughing before the punch line!

I spoke for two solid hours and had them in the palm of my hand the entire time. It was better than my wildest, most outrageous public-speaking fantasy. (I may be a crushing bore on my next outing but at least I had my moment.)

I'd promised the organizers that they'd have my full attention for the entire five days I was there – and they used me like a 24/7 word slave.

I attended every cocktail party, breakfast, etc., for the duration.

The institute is housed in a brand new building which is perfectly suited for the task. Even better, the administration is extremely efficient, laid-back, and friendly. They're actually real people ... wonderful people ... sailors, even ... and I grew to love them all within hours of our meeting.

It wasn't as if I was working for them as much as we were part of a wonderful party of sailors spreading the joy of offshore sailing.

We laughed and laughed.

I valued their input. "... perhaps a few less dildo jokes," the director cautiously requested and I immediately/graciously dropped about a dozen from my routine.

I never dined alone the entire time. I slept seldom, if at all.

One of my design/build heroes, Russ Brown, is part of the scene there – a young, up-and-coming yacht designer I knew as a wild-child in St. Augustine, Florida. (Yes, son of 'Sea Runner' Jim.)

The last time Russ and I met was in Bora Bora when he screeched by in his ultra fast proa with Steve Callahan. Russ is now marketing boat-building kits, and his latest nesting dinghy is a (practical and strong) work of art.

Cap'n Ace Spragg was there. She's a local sailing instructor, and was proud to show me her lovely *Fraid Knot*. And when things got weird in the Blue Moose (love those breakfast platters!), I was more than happy to hide behind her skirts.

Another confession: I'm smitten by Carol Hasse as well. I've always loved her sails. They are among the best-built rags on this planet and her loft crew completely wowed me with their passion for hand-worked perfection.

... it was the nicest sail loft I've ever had the pleasure to

hang out at and hear the famous bell ring-out yet another sail ... er, sale!

Of course, I was just one of thousands of admirers—as Carol is as much Town Promoter as Sailmaker.

But it is wonderful to lime in a sail loft where the passion for the craft is so palpable. Most American sail lofts aren't really sail lofts anymore ... not even close.

Of course, I respect Carol as a marine business woman and sailmaker tremendously but I mostly respect her as a human being, as member of my watery tribe, as a person I'm proud to share this planet with.

There is a little sign-up sheet about boys and girls in her loft, which almost brought tears to my eyes. Right then and there I decided to someday order a sail from her ... if only to watch her lovely loft ladies smile.


Brion Toss was another local boater who impressed me. We had a great time cracking jokes (and, perhaps, conveying a bit of marine info) during the panel discussion (moderated skillfully by Chuck Hawley) on Sunday morning. Brion's understanding of rigging is both encyclopedic and unique and the language he uses to convey his knowledge is as elegant as the man. (He changed me forever with the line, "... step into the rig!" his Zen-concept of being one-with-the-boat.)

In a way it was funny – I was hired to teach but spent most of my time learning.

Surely, this is the sign of a great educational experience. I have always loved Mystic Seaport, of course. But its focus is primarily on the past. The Northwestern Maritime folks are in-the-moment, and a blast to be associated with on all levels.

My finest hour was actually two hours when, in a desperate move to earn even more money from my sweat, the NW Maritime brain trust scheduled a special, 'Meet Fatty' cocktail party (sponsored by the Three Sheets website) for folks who didn't have the time or money to attend the full seminar. Tickets were just ten dollars, and 50 people came from as far away as Portland and Seattle.

I was deeply honored—especially to see folks with antifouling paint on their clothes and epoxy in their hair—spending their hard-earned dollars to ... give me a warm hug. (That's what it felt like to me, to be hugging old friends I'd never met.)

I'm not sure how Barbara, Carrie, and Jake manage to pull it off so smoothly and so gracefully but they have a salt-stained utopia for sailors out there in Port Townsend. I was extremely happy to be part of the mix. 

Cap'n Fatty Goodlander has lived aboard for 52 of his 60 years, and has circumnavigated twice. He is the author of Chasing the Horizon and numerous other marine books.

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SAILING WITH CHARLIE

LOVE

BY JULIAN PUTLEY
GRAPHICS BY HANNAH WELCH

Charlie was a teenager in the late 60s and early 70s and, according to recent wisdom; it was the best time to be growing up – if you weren't drafted into a questionable war, that is. It was the time of 'peace and love', getting high and great music. It was cool to drop out, tune in and turn on – and, as Crosby Stills, Nash and Young sang: "If you can't be with the one you love, love the one you're with."

Nowadays the world is a harsher place; terrorism impacts our daily lives, AIDS makes casual sex more risky and time constraints limit our freedom. There's tension between the haves and the have-nots and the gap between the rich and poor is greater than ever before.

Life in the Caribbean, though, is still relatively trouble free. There are less laws and less policing of laws, teenage sex and extra-marital sex is a booming pastime and the music scene is still as hot as ever. The laidback lifestyle often catches tourists by surprise especially when it comes to restaurant service, punctuality of ferries and taxis etc. Of course it doesn't take long before 'laid-back' becomes agreeable. To help uptight tourists get into the swing of Caribbean life Charlie sometimes plays his favorite Trinidadian calypso describing sexual transgression. It's called 'Shame and Scandal in the Family' and it's a classic.


The story tells of a boy who wants to marry his sweetheart but his father, when asked for advice, forbids it saying the girl is his sister (unbeknown to his mother); thus 'shame and scandal in the family'. Months later, with another girl in tow, his daddy tells him the same thing.

The end of the calypso has the truly comical twist that has made this Caribbean classic so enduring. The boy goes to his mother and, rather embarrassed, explains his dilemma, only to be told, "Go man go! Your daddy ain't your daddy but your daddy don't know!"

There are times when Charlie looks back at the old days and smiles to himself. Then one day he received an E-mail from a young man asking if he knew the young man's mother. He did and replied in the positive. More questions came, more and more inquisitive. Then a bombshell: "I believe you are my



father." Charlie thought back. The lady in question had been a crew on an inter-island freighter and Charlie had signed on for one voyage down island to bring fruit from Dominica to St Thomas. He remembered a night swinging gently at anchor under a moonlit sky, several rum drinks, the perfume of frangipani, lapping waves against the hull. Yes, romance had been in the air, yes, yes – well, was it possible? Well, yes it was.

To cut a long story short. After several questions and a blood test the result was negative. But that Crosby, Stills, Nash and Young song still resonates every time Charlie hears it. He still smiles but there's no question he dodged a bullet that night. 

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

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PHOTO: MARK SMESTAD

SPORTS FISHING PREVIEW

ALL AT SEA'S SPORTS FISHING GUIDE MAY TO OCTOBER

BY CAROL M. BAREUTHER

The annual migration of billfish and gamefish along the Caribbean island chain makes for great fishing year-round. Even more fun are the tournaments that combine fantastic fishing with nightly dock parties and prizes that span from spiffy trophies to luxury gifts, cash and of course bragging rights until the next tournament rolls around. Here's a sampling of some of the regattas that take place in the remainder of 2012.

May 4th – 6th

Fourth Puerto Rico International Grand Slam Big Game Fishing Tournament. Win up to \$75,000 in cash prizes - \$50,000 for a Grand Slam (white marlin, blue marlin and sailfish all caught in one day) or \$25,000 for smashing and surpassing the tournament's swordfish record of a 522-pounder. "The great fishing spots are nearby and we offer many amenities at Palmas del Mar Yacht Club and Marina," says tournament director, Luis F. Muñiz. A paella contest offers fun on shore. www.palmasdelmar.com Tel: 787-656-7300



Above: Lady angler Fanny Sanabria on *Bruja* salutes the camera; this photo: Club Nautico de San Juan International Billfish Tournament 2011

PHOTO: MARK SMESTAD

May 17th – 22nd

Fishing Lodge International Cap Cana Billfish Shootout. The luxurious 2011-completed Fishing Lodge at the Dominican Republic's Cap Cana Resort and Marina will play host to over 30 boats. Two divisions boast separate awards for teams and anglers, yet only one offers a Calcutta. Lay-day activities include a Golf Scramble and Cook-Off. "Our tournament is fun because of the great blue and white marlin fishing and our social activities include dancing, good local food and entertainment," says tournament director, Rick Alvarez. www.intlbillfishshots.com

May 25th – 28th

Forty-sixth Annual Antigua and Barbuda Sports Fishing Tournament. Over 40 boats from around the Caribbean and world are expected to fish this traditional three-day tournament. The one-day Antigua and Barbuda Marlin Classic will follow on May 28th. Prizes for the two events total in excess of US \$15,000. Dining and entertainment take place nightly at historic Nelson's Dockyard. New this year, Galleon Beach is offering discounted rooms from US \$87 per night with beachfront cottages at US \$96 nightly. "It's a safe anchorage off the beach and there is a dinghy dock, so we are inviting fishermen to bring their boats, moor up and make a weekend of it with the family," says organizer, Alison Sly-Adams. www.antigua-barbudasportfishing.com

May 30th – June 2nd

The Bill Fish Tournament. Three straight days of fishing, daily awards, bigger cash prizes, and shoreside fun such as a beach barbecue and fine-dining in St. Martin-St. Maarten are the big draws to this tournament where anglers fish the famous 'Marlin Boulevard'. Over 30 boats from the U.S. and several Caribbean islands are expected. "The fact that all boats must fish in the same area make this tournament unique," says tournament director, Philippe Gasaubon. "Crews know the changes in rankings right up until the last minute." www.billfish-tournament.com

June 30th – July 2nd

U. S. Virgin Islands Game Fishing Club Forty-ninth July Open Billfish Tournament. Angle for cash, prizes and big-time bragging rights in this historic tournament where past winners include a virtual 'Who's Who' of famous anglers and boats. Release the most billfish to win. www.vigfc.com

July 30th – August 2nd

BVI Billfish Tournament. This all-release tournament takes place over one of two full moons in August. As

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Martinique → Toulon 07/2012
St. Thomas → Palma de Mallorca 11/2012

TO THE EAST COAST USA

Martinique → Port Everglades 11/2012
Martinique → Port Everglades 12/2012

VOYAGES FROM THE MEDITERRANEAN

TO THE CARIBBEAN

Genoa → Martinique 11/2012
Palma de Mallorca → Martinique 11/2012

TO THE EAST COAST USA

Genoa → Port Everglades 05/2012
Genoa → Port Everglades 06/2012
Genoa → Port Everglades 08/2012
Genoa → Port Everglades 10/2012
Genoa → Port Everglades 11/2012
Genoa → Port Everglades 12/2012
Marmaris → Port Everglades 08/2012
Palma de Mallorca → Newport 10/2012
Palma de Mallorca → Port Everglades 05/2012
Palma de Mallorca → Port Everglades 09/2012
Palma de Mallorca → Port Everglades 10/2012
Palma de Mallorca → Port Everglades 11/2012

VOYAGES FROM THE EAST COAST USA

TO THE MEDITERRANEAN

Newport → Palma de Mallorca 11/2012
Port Everglades → Genoa 05/2012
Port Everglades → Genoa 09/2012
Port Everglades → Genoa 10/2012
Port Everglades → Genoa 12/2012
Port Everglades → Palma de Mallorca 05/2012
Port Everglades → Palma de Mallorca 09/2012
Port Everglades → Toulon 06/2012

TO THE CARIBBEAN

Newport → St. Thomas 11/2012
Port Everglades → Martinique 06/2012

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many as 18 to 20 boats are expected. "We're committed to making this tournament a cornerstone event," says Sandra Graham, Bitter End Yacht Club COO. "In addition to world-class blue marlin fishing, we have some of the world's finest fishing, including inshore, tarpon and permit fishing, coupled with some of the best bone-fishing in the Caribbean." www.bvibillfishtournament.com

August 28th – September 1st

USVI Open/Atlantic Blue Marlin Tournament. Celebrating its 40th year, the bite will be hot to welcome the sport fishing world's elite. "We're expecting upwards of 40 boats," says tournament director, Jimmy Loveland. Famous marine artist Guy Harvey will pen this year's art as well as fly in to fish. www.abmt.vi

September 23rd – 30th

Club Nautico de San Juan's International Billfish Tournament. This tournament launched the IGFA's Great Marlin Race, where fishermen put 'Pop-up Archival Transmitting Tags' (PATs) into seven blue marlin, allowing scientists to track these great fish around the world. Fly in and fish. "Visiting anglers are assigned aboard the best boats and rotated every day, a hospitality feature that sets the IBT apart from the rest," says director, Miguel Donato. www.sanjuaninternational.com

September 29th – October 5th

Annual Francis Nunes Jr. Memorial Tournament and Seafood Festival. Fish for dolphin, wahoo, kingfish and tuna during this one-day tournament that honors the contribution that Francis Nunes Jr. made to Antigua and Barbuda Sport Fishing over the years. Fork into everything from lobster, crab and sushi to fried fish and fungi at the Seafood Festival. www.antiguabarbudasporthfishing.com

October 19th – October 23rd

St. Lucia International Billfish Tournament. Sports fishermen from throughout the Caribbean and Europe travel to IGY Rodney Bay Marina for this fantastic fishing tournament. Dockside parties and great prizes add to the fun. stluciabillfish.com

October 20th – 27th

Forty-ninth Port Antonio International Marlin Tournament. Based out of the Errol Flynn Marina, this weeklong fishing event features superb billfishing and shoreside parties. www.errolflynnmarina.com and www.jamaica.sportsfishing.com

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



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photo: www.yachtshotsbvi.com

UNDERWATER PHOTOGRAPHY, PART ONE

BUOYANCY AND BREATH CONTROL

BY BECKY A. BAUER



The well-dressed underwater photographer

Unless one is an accomplished free-diver with exceptional breath holding skills, the first step for a budding underwater photographer is learning to scuba dive and, secondly, learning and mastering buoyancy and breath control. Without these two skills, the resultant underwater photographs will strike fear in the hearts of those who feel obligated to view them. It's much better to receive oohs and ahhs than see your audience squirm, yawn, and suddenly remember they have several important phone calls to make. There is a vast difference between looking into the viewer's dull, bleary eyes and looking into bright, admiring eyes eagerly awaiting the next photograph.

Many a beginning underwater photographer has become discouraged, given up, and sold his equipment on E-Bay simply because his buoyancy and breath control skills were not up to par.

"I don't know how you take photos like that? I can't even get fish in my photo". How many times I have heard those statements. The solution is quite simple. The discouraged photographer was bouncing around in the water column like a ping pong ball or floundering and flapping, trying to stay put while the subject of the photo is either right where it was when first spotted or has fled in terror.

With many recreational diving certification agencies, beginning scuba courses are designed simply to teach new divers the most basic skills. Many students are greatly over-weighted in order to get them to the bottom. Too much weight creates many problems, especially for the underwater photographer. Too much weight means difficulty holding position. Too much weight causes stress, which leads to increased air consumption and shorter bottom times. And, too much weight means poor diving posture and loss of fin control thus silt, mud, and sand foul the water and misplaced fin kicks damage the marine environment. An over-weighted diver often ends up plopped on the bottom like jetsam.

To gain confidence and polish skills, new divers should continue their education with advanced courses and practice with experienced divers. Most certification agencies offer buoyancy control courses upon completion of the beginner course. Not only divers but also the marine environment would benefit greatly from all divers enrolling in buoyancy courses, particularly those who want to take underwater photos.

Underwater photographers must have exemplary buoyancy skills; otherwise, the camera lens probably won't be locked on the subject and the photo will be blurry because, just as on land, the photographer and the camera must remain completely motionless. A moving camera makes for a blurry photo and there's nothing a photo editor can do to fix that.

Poor buoyancy and breath control skills lead to missed photo opportunities, stress, and sometimes danger when the photographer has ignored the basics.

Imagine finding a large patch of Blue Bell Sea Squirts growing on the side of a shipwreck. Their spectacular dark blue-purple against yellow sponge and rusty ship's hull will make a fantastic photo. It's the spectacular shot for which the over-weighted photographer is hoping. He concentrates on focusing but the Blue Bells disappear from the frame. He looks around the camera and sees the Blue Bells 10ft below. He descends. He starts to focus, no Blue Bells, he looks around the camera, the Blue Bells are now 15ft above.

Up and down completely unaware until his dive computer beeps. He's run low on air, has no photos, and because his buoyancy skills are so poor he's burned a tank of air and now must make a surface swim to the boat. His struggle to stay in place created what is known as a 'bounce' dive and violated a basic rule of diving. Know where you are in the water column and do not 'bounce' up and down because you could be setting yourself up for a trip to the chamber.

Until you can pick a spot on the anchor chain, stare at it, and be still, you are not ready to enter the water with a camera. So, while you are researching underwater photo gear and figuring out how you will finance the latest and greatest, take a buoyancy course and practice, practice, practice. 🐠

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



PHOTO: BECKY A. BAUER

A MIGHTY ENDEAVOUR

THE TRADITION LIVES ON

BY SUSAN ZALUSKI



Endeavour II currently under construction behind Foxy's Bar and Restaurant

PHOTO: SUSAN ZALUSKI

Although many British Virgin Islanders today prefer sleek, racy motorboats, just over a half-century ago, small, locally-constructed sailboats dominated these waters. Visiting yachtsman painted colorful descriptions: boats overloaded with cargo that could include paying passengers, 'ground provisions' (starchy root vegetables like cassava, yam and potato), charcoal, straps of fish and even livestock. Following Emancipation, newly freed slaves were forced to meet their needs for sustenance, survival and shelter, and naturally



PHOTO: SUSAN ZALUSKI

turned to available resources ashore and in the surrounding sea. With a population and resources spread across some 50 small islands and cays, sailing and small boats played a major role in social and economic development.

Several years ago, the Jost Van Dykes Preservation Society (JVDPS) embarked on the mighty task of building an updated version of a 'Tortola boat', as those distinctive looking sailing sloops came to be known. Although Jost Van Dyke itself was not a major boat-building center, the residents have been celebrated as the best seamen and fishermen in the BVI. Sailing, fishing and the repair of the Tortola boats was a mainstay of life on Jost Van Dyke until the mid 1960s, when sailing vessels were inevitably replaced by motorized craft. While traditions change with modernization, a maritime legacy endures on Jost Van Dyke and the islanders have a great affinity with the sea. While all four of the other main inhabited islands of the BVI have air service, little JVD (3.5 square miles) is entirely dependent upon travel by boat for anything—and everything.

Endeavour II was designed by a volunteer Canadian naval architect, who based her lines on those of the original vessels, with input from a group of Jost Van Dyke elders who grew up sailing original sloops. In the 1940s, one visitor recalled these unique vessels as 'odd-looking, beamy little craft, with a great deal of freeboard forward and practically none aft' (*see note), which is an accurate description of *Endeavour II*'s design. Tortola boats were also recognizable by their 'long booms [that extended far beyond the boat's transom and] dipped frequently in the water as they rolled along'. *Endeavour II* carries this same unique 'leg of mutton' sail plan.

The original Tortola boats, usually planked of native woods (White Cedar), were 18-20ft long and had movable rock ballast.

They might be painted with steely-grey U.S. naval paint – when available – or house paint, if that was the only option. In contrast, *Endeavour II* is 32ft in length and boasts a 6,000lb lead ballast keel (poured on site and created from recycled or salvaged scrap), and is planked with South American Silverballi. The planking is saturated with epoxy resin covered with two layers of fiberglass and marine coatings donated by Interlux. She's also equipped with a 55hp

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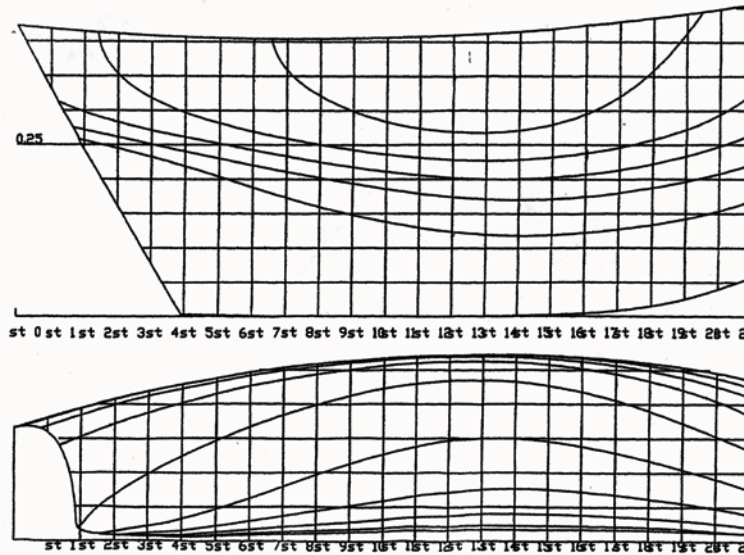


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Endeavour II line drawings

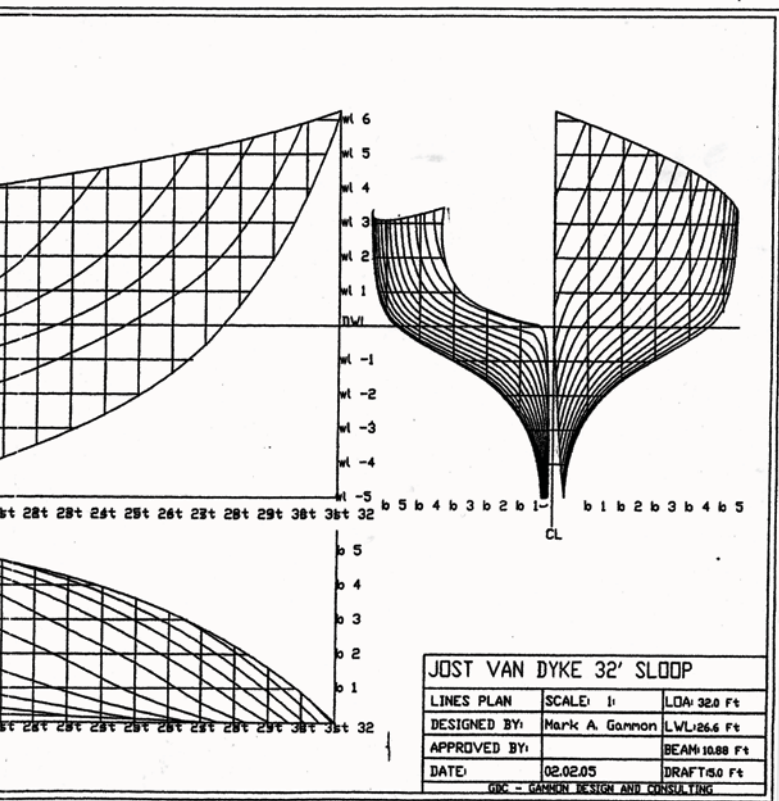


engine donated by Volvo Penta. Most of the original sloops have not survived the intense Caribbean weather conditions. *Endeavour II*, however, is being built for blue-water sailing and long-term durability while, at the same time, retaining the distinctive lines of the Tortola boat.

Construction on *Endeavour II* has been slow and halting over the last several years due to the economic recession (which slowed charitable-giving globally), the growing pains of a young, non-profit organization and the unique complexity of building a modern vessel on a tiny island with no chandlery and few resources. Despite the challenges, JVDPS has continued to advance construction while launching a number of other projects relating to environment and heritage, completing research studies, and working to develop environmental monitoring programs for the island.

Once launched, *Endeavour II* will become the Society's floating classroom – providing a platform for the hands-on marine and coastal ecology activities that the Society has been organizing for local BVI youth over the last three years. Activities include special training opportunities that enable youth to monitor local coral reefs and important marine and coastal habitats.

In the past, Virgin Islanders had an intimate relationship and deep knowledge of their natural environment. Imported goods were expensive and hard to come by and, as a



result, islanders became extremely innovative in their use of natural materials and their ability to constantly recycle scarce goods. For example, fishing equipment, pots and line etc., were built of local vines, plants and other natural materials that would quickly decompose at sea when lost. Today's modern fishing gear – often built of plastic and rugged wire – has a damaging effect on the marine environment when not found. Rapid modernization has brought an influx of new wealth to the Caribbean. With new prosperity came a rise in imported goods with excessive packaging; all have a negative impact on the natural environment. The *Endeavour II* project hopes to advance environmental stewardship among BVI youth, building an appreciation for the natural sciences and key biological communities. More importantly, it is hoped *Endeavour II* will help local youth build an understanding of and appreciation for their grandparents and other generations that came before them.

*Bertram, Kate (1948) 'West Indies – a Five Year Cruise'. ©

Susan Zaluski lives in Great Harbour, Jost Van Dyke. She is the director of the Jost Van Dyke Preservation Society, a non-profit agency dedicated to the preservation of the history, culture and natural environment of Jost Van Dyke. Email: susan@jvdps.org



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PANAMA CANAL UPDATE

VOYAGE ACROSS THE ISTHMUS 2012

STORY AND PHOTOS BY LIESBET COLLAERT



Motoring into Pedro Miguel Lock amongst the biggest ships in the world

After years in the Eastern Caribbean and finally sailing west, many cruisers find themselves in Panama where they face an important decision: do we go to the other side or not? Others have planned their Panama Canal transit months or years ahead and there is no doubt in their minds about

swapping oceans. Whether you transit the canal on your own boat or as a line handler on someone else's, the adventure is one of a kind. Helping another cruiser through before you make the big leap yourself instills confidence, knowledge and experience. While being a line handler is fun and exciting; captaining your own

vessel through the turbulent and busy locks is more stressful and requires a decent amount of concentration, patience and skills.

Most cruisers transiting the canal from the Caribbean start their journey in Shelter Bay Marina. They are measured, the transit is scheduled (depending on the time of year, this can be anywhere from a few days to a few weeks, or you can pay \$2800 and transit the next day) and tires and long lines are dropped off the day of departure. These arrangements can also be made at anchor in the uncomfortable Flats or Club Nautico. Whether you use an agent or not is up to you. An official agent makes the process smoother and easier and you don't have to pay the high bond (\$800). It is recommended to look around and inquire before choosing an agent.

My husband Mark and I joined our friends Axel and Liz on their 40ft aluminum monohull *Gudrun V* as line handlers. They were very happy with their agent Roy Bravo. The only other formality you need before leaving Colon is a zarpe to Balboa or to your next destination via Balboa.

Usually, up to six small yachts a day can start their transit. They anchor at the Flats, where the crew, consisting of the captain and at least four line handlers, await the arrival of the advisor around 16:00. The anchor is lifted and the boats make their way towards Gatun Locks. They are rafted up two or three abreast – if not alone – and enter the first of three chambers, where the water level is steadily raised. In a ' threesome', the captain of the middle boat is in charge and drives the boats through, while the other engines run idle and two line handlers on each side take up the slack. Over the span of about an hour and a half, the boats are raised a total of 85ft and enter Gatun Lake for a night's rest.

The following morning a new advisor is expected around 06:30, only in our case, he didn't show up until 12:30, a massive delay. For the next four hours, we had to maintain a speed of seven knots in order to make our 16:30 appointment at the Pedro Miguel lock. Rescheduling is always a possibility, flexibility a must! We raced a Panamax container ship and managed to sail some of the way, while closely following the many markers. The

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Canal Inspection: \$55

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Bank Commission: \$30

Agency Fee: \$350

TOTAL: \$1125

Extra fees:

Drop-off lines and tires at Flamenco Marina: \$8
(\$1 per tire)


Cruising Permit: \$193

Passport check-in: \$20 (\$10 each)

Passport visa: \$40 (\$20 each)

Marina fees

surroundings of Gatun Lake are lush and the quite boring muddy stretch of water is livened up with a random crocodile or iguana. Once through Gaillard Cut and under the Centennial Bridge, we made the next lock right on time, alone, and were tied to a side wall.

The distance between Pedro Miguel and the last two locks of Miraflores is one mile and by the time we reached sea level again on the Pacific side, it was dark. The total transit took about 12 hours and cost \$1125. Days after we finished our Panama Canal transit, the rules changed. Because of a lack of advisors and lower water levels, only three cruising boats a day can go through and delays are longer. If you can make eight knots, you go through in one stretch (15:00 to 03:00), if not, you spend one or two nights in the lake, which is what happened to two of the other cruising boats on our transit day. 

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



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COMMON MEDICAL EMERGENCIES ABOARD RACE BOATS

PREVENTION AND TREATMENT

BY CAROL M. BAREUTHER

There's nothing like the wind in your hair, sea spray on your face, and that feeling of sheer adrenalin-pumping exhilaration when the start gun sounds and you're off racing. Unfortunately, there are downsides to competitive sailing. Boom bangs, sunburn and seasickness, to name a few, can wreak havoc with having fun let alone winning. Here's an overview of some of the most common medical emergencies racing sailors face and tips to treat and even prevent them.

"We see patients with complaints that vary from sunburn to major trauma," says Jonathan Cornelius, a paramedic and director of Antigua & Barbuda Search and Rescue (ABSAR). "Some of our more 'popular' complaints are dehydration, sunburn, rope burns, and finger injuries. We normally have at least one head trauma per regatta ... remember; it's called a 'boom' because that's the sound it makes when it hits your head. If the worst has happened and someone has hit their head, then you should keep them still and call for help. This type of injury needs to be fully immobilized and properly evaluated in order to rule out a potential serious injury."

Even apparently minor head injuries may have delayed onset complications, adds Newport, Rhode Island's Dr. Robin Wallace, who is chairman of US Sailing's Race Management Committee, an ISAF International Race Officer and member of ISAF's Medical Commission. "Therefore, careful observation is needed and possibly an emergency room visit after racing."

Everything from small bruises to deep cuts requiring stitches are other common injuries, explains Dr. Frits Bus, an avid sailor and general practitioner based in St. Maarten. "For the minor bruises and cuts, logically the first step is to stop the bleeding by applying pressure and ice, which is often at hand on a boat."

Gloves will help minimize rope burns to the hands, adds ABSAR's Cornelius. For other injuries "perform basic first aid and call for help. When in doubt, bandage what's bleeding and splint what's broken."

"Make sure your first aid kit is well stocked," advises ISAF's Wallace. "In addition, consider taking a safety at sea

An ASBAR doctor sutures a laceration



or Red Cross First Aid course.”

For more serious medical injuries such as a heart attack, says St. Maarten’s Bus, “the treatment is the same as it is on land. CPR (cardio pulmonary resuscitation) should be known by at least one crewmember. It would be useful for everyone to take a CPR course.”

“If problems such as dehydration and hangovers are discovered at the dock,” says Pam Fuller, a coordinator

for Virgin Islands Search & Rescue (VISAR), in Tortola, BVI, “then convince the sailor to stay ashore and recuperate for the day. Nobody can pay adequate attention if they are under the weather, which not only means bad racing, but it’s also potentially an accident waiting to happen.”

Prevention is the best medicine when it comes to dehydration, says ISAF’s Wallace. “Drink plenty of water during racing on hot humid days.”



PHOTO: ASBAR

Common Medical Emergencies Aboard Race Boats



CPR should be known by at least one crewmember

One of the most common causes of dehydration while racing is seasickness.

"If you are prone to seasickness," says ABSAR's Cornelius, "make sure you find and take appropriate seasickness medication before you begin your day. Try to find a 'non-drowsy' type of medication and take it as directed. If you start feeling sick while out, remember the basics. Stay in the fresh air, keep your gaze fixed on a distant point, and keep busy."


VISAR's Fuller adds, "Keep something in your stomach, but minimize greasy foods. A salami and Swiss cheese sandwich isn't the best choice on a rough day. Saltines and Ginger Snaps have saved more than one sailor. A ginger ale or 7Up is often more palatable than water."

The optimal method to prevent sunburn is with protection such as appropriate clothing – long sleeves and a wide-brimmed hat, notes avid sailor and Puerto Rico dermatologist, Dr. Roberto Alfonso. "As for sunscreens, I recommend the highest SPF available. Sunscreens with a 90 or 100 SPF are available over-the-counter as inexpensive as \$8 to \$12 a bottle. I personally use Neutrogena or Coppertone, but all of them are good."

Finally, says St. Maarten's Bus, the best way to prevent medical emergencies while sailing is to have a good crew briefing prior to racing. "Take time to be sure the crew



Gloves can protect your hands from minor cuts and rope burn

is familiar with the deck layout and inform them of any hazards. For example, point out the worst obstacles like low booms when tacking. Practice movements like tacks and gybes in slow motion. Many injuries happen because new crew haven't sufficiently practiced." 

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



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CY THOMPSON TO COMPETE IN 2012 OLYMPICS

FOLLOWING IN THE FAMILY'S FOOTSTEPS

BY CAROL M. BAREUTHER

His goal was to achieve the Gold Fleet at the Perth 2011 International Sailing Federation (ISAF) Sailing World Championships, an Olympic qualifier held in Australia last fall. Instead, after three days of racing, the Virgin Islands' Cy Thompson made only the Silver Fleet, but that didn't mean he was out of the game in terms of gaining a slot into the 2012 Summer Olympics. With four races left on the last day, he buckled down and posted one top 20 and three top ten scores to finish 56th overall and successfully earn one of the 36 Olympic berths in the Laser class.

"My grandfather competed in the 1968 Olympic Games in Mexico in the Flying Dutchman, which is a two-man boat. Both of my parents competed in the 1984 Los Angeles Games in the windsurfer class. Sailing in the Olympics will be fulfilling a dream that I have had for many years. The Games are the pinnacle of dingy sailing and to represent my country is the greatest feeling," says Thompson.

Born in 1988, the year fellow native Virgin Islander Peter Holmberg won the Virgin Islands' first and only Olympic sailing medal, Thompson started skippering a small jury-rigged sailing dinghy at the age of four. He quickly advanced to the Optimist, where he won his first national title at age nine, then advanced to Lasers where he gained US and international titles during his high school years. More recently he sailed Lasers and 420s on the highly competitive college sailing scene.

At Roger Williams University (RWU), in Providence, Rhode Island, Thompson scored many personal and school firsts. He won the ICSA Men's Singlehanded National Championships in 2008 after making his first Olympic bid in the 49er with fellow VI sailor Anthony Kotoun. The next year he was named RWU's Male Athlete of the Year, and in 2011 helped the Hawks claim the 2011 ICSA Team Racing National Championship. Thompson ended his college career by being named NEISA Sailor of the Year and as the only three-time ICSA All-American athlete in RWU's sailing history. Since graduation, Thompson has campaigned full-time for the Olympics.

Why the Laser?

"I have grown up sailing the Laser and Laser Radial," says Thompson. "It is the boat that I have had the most success in. I have the right body type for the Laser. I love the




Cy Thompson hiking to windward

physical aspect involved and it being the most economically friendly Olympic class sailboat made for a great fit."

Upcoming, Thompson will sail in the Laser World Championships, in Boltenhagen, Germany, May 4th -10th. Then, he will travel to Medemblik in the Netherlands for the Delta Lloyd Regatta, a World Cup event, and finally on to the Skandia Sail for Gold Regatta in Weymouth, England, where afterwards he will train until the Olympics open in the same venue on July 16th.

What would Thompson recommend for someone who'd like to follow in his wake?

"I would definitely recommend finishing college first before starting a campaign, because once you get on the professional circuit you may not want to go back to school. And, whatever you end up doing, just make sure that you put your best foot forward. Never leave anything on the table and remember that you are not only representing yourself, but more importantly your country." 

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

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SUPERYACHTS COMPETE IN VIRGIN GORDA

INDIO LEADS THE CHARGE

STORY AND PHOTOS BY TODD VANSICKLE



Indio heads upwind during the first race of the regatta

Finding a place to dock at Virgin Gorda's Yacht Club Costa Smeralda (YCCS) on March 14th -17th was not easy. That's because 26 superyachts and megayachts—most of them more than 100ft long—were tied up for the second annual Loro Piana Caribbean Superyacht Regatta and Rendezvous.

One of the smaller boats, Andrea Recordati's *Indio*, took first place with two wins and a second-place finish over the three days of racing around Virgin Gorda. The Wally 101 was also the division winner in the 2011 Loro Piana Superyacht Regatta in Porto Cervo.

"It was a lot of hard work ... the competition was very tough," Recordati said after the award ceremony. "I have a very good crew and I have been sailing with them for a long time. All these guys are very professional. They know how to have fun and this is why they are my crew, but they are all super pros. They all come from the Volvo Ocean Race, America's Cup and all the major circuits. When they are on the boat, they have to be professional."

According to the rating system, *Indio* was considered to

be the 'fastest boat' and had to start at the back of the fleet, Recordati noted.

Peter Isler, two-time America's Cup winner, was at the helm of *Hanuman*. The 138ft yacht was last year's winner, but had to settle for second place this time.

It was the first time that Isler had raced a 'huge superyacht' in the Virgin Islands.

"Apparently the competition has gotten a lot deeper this year, but the boat kept up its tradition of doing very well," Isler said.

Three races were held over three days with 13 superyachts competing for this year's title. Sailors raced around Virgin Gorda on the first two days and on the last day the course included Necker Island and The Dogs.

When the owner of *P2*, Gerhard Andlinger, dedicated his third place win and trophy to his wife Jeanne, tears welled up in his eyes.

"I thought it was so gallant and so warm. Whenever that sense of gratitude overwhelms him, he gets teary-eyed. I was really touched," Mrs. Andlinger said. Aside from the

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Hanuman's crew looks for the mark while heading upwind near Necker Island

win, the Irish descendent was celebrating her birthday, coincidentally on St. Patrick's Day, on the day of the award ceremony. She added, "I wasn't expecting it, but as soon as he said St. Patrick's Day, I knew he was dedicating it to me."

Peter Holmberg, USVI Olympic silver medalist, was at the helm of P2. He said he was proud to see an event of this caliber being hosted in his 'home town'. "This is an opportunity for the VI to shine and I think we put on one of our best faces. As far as being on these yachts, it is a real challenge for us because they are huge boats. But we make it competitive and the owners love it."

Holmberg said he believes a superyacht regatta could have been hosted in the VI prior to YCCS, but the club has helped pave the way and set the standard.

During last year's event the YCCS clubhouse was still under construction, but this year it was fully operational. "It really made things a lot easier," said Boat International Media Events Executive Alexis Davis, whose team of about 16 members organized the event.

Off the water, sailors were treated to nightly entertainment at YCCS and a 'Glow Party' at Oil Nut Bay Beach Club, which was attended by about 300 people both from the community and sailors.

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

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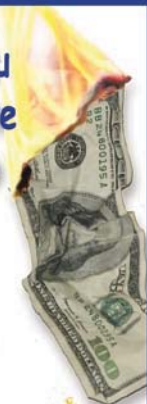
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SINT MAARTEN MULTIHULL REGATTA

TRIMARAN SETS BLISTERING PACE

BY GARY E. BROWN



Dauphin Telecom came close to setting a new around the island record

PHOTO: OCEANMEDIA/GARY BROWN

As some Caribbean regattas struggle this season, it was encouraging to see the St. Maarten Multihull Regatta continuing to grow and attract sponsors. Although in the shadow of the Heineken Regatta a week later, the event, now in its third year, generated much excitement and earned praise from the participants.

Ten multihulls, in two classes, and two beach cats, started the race. Several more beach cats were expected but rough seas and strong winds prevented the boats from St. Barths making it across the channel.

The regatta sent Cruising Class (seven boats) and Racing Class (three boats) anticlockwise around the island. Wind conditions were ideal and the trimaran *Dauphin Telecom's* winning time of 2:37:00 in Racing Class was only 58 seconds short of the around the island record set by Steve Fossett's maxi-cat *PlayStation* in 2003.

Organizers were delighted with a new rating system introduced by Race Officer Alfred Koolen and used for the first time this year. The system brought the first six boats in Cruising Class within 20 minutes of class winner *Passion III* on corrected time.

Strong winds prevented the beach cats from sailing around the island and instead they were given two shorter races, the first from Simpson Bay out to Proselyte Reef and the second to Creole Rock and back. Both races were dominated by local duo Bernard Silem and Stephen Looser.

"We are a low budget regatta with nice sponsors," noted Race Director Mirian Ebberts, who confirmed that the regatta, the fourth, will return in 2013.

For full results and list of sponsors, visit: <http://www.multihullregatta.com>



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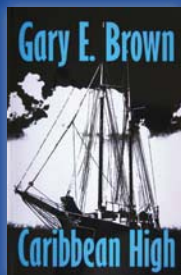
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THIS IS US WINS THE BUCKET

LARGEST ST. BARTH FLEET EVER

BY ELLEN LAMPERT-GRÉAUX
PHOTOS: ROSEMOND GRÉAUX



This Is Us (left), winner of the 2012 Bucket, sails toward the finish line; inset: Members of the winning crew of *This is Us*, with owner Dirk Cavens, hoisting the bucket

The 2012 St Barth Bucket got off to a soggy start with a day of pouring rain on Friday March 23rd, but skies were sunny for the rest of the weekend, with great racing conditions for the fleet.

Peter Craig, of Premiere Racing, served as race director with Bucket committee members Ian Craddock and Tim Laughridge lending a hand along with Jim Teeters, who supervised the yacht rating system. A crew of volunteers and the staff of the Port of Gustavia also made sure things ran smoothly for the hundreds of people who came to Saint Barth for the Bucket.

With 47 sailboats over 100ft in length – the largest Bucket fleet to date – organizers decided at the last minute to add a fourth category: Les Mademoiselles des Mers, in addition to Les Grandes Dames des Mers; Les Elegantes des Mers and Les Gazelles des Mers. As a result, the ten yachts designed



by Ed Dubois almost had their own class, with just one Frers yacht joining in. This allowed four boats to win the individual classes: *Parsifal III* for Les Grandes Dames; *Lady B* for Les Mademoiselles (also second overall) and *Mari-Cha III* for Les Gazelles. The 42m Holland Jachtbouw-built, *This Is Us*, topped Les Elegantes.



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Endeavour, one of the four magnificent J-boats in the regatta, took top honors in a J-boat prologue on Thursday March 22nd, edging out *Ranger*, *Hanuman*, and *Velsheda*.

The 45m Dubois yacht *Lady B* won the first day's around-the-island race, while Dirk Cavens' *This Is Us* dominated on day two and day three, to clinch the overall victory.

Cavens, who spoke in both French and English at the awards ceremony (he hails from Belgium) joked that he and his wife had discussed buying a boat or a house in St Tropez, and he was glad they bought the boat. "I would like to thank the other 46 boats in the Bucket for their incredible sportsmanship," he said.

Captain Robin Winn, who has been with *This Is Us* for 18 months, added: "Every day was fantastic, the Bucket has an amazing setup and gets better every year, they work so hard and there is an amazing ambiance."

In addition to the racing awards, the Bucket has a slew of other awards including the 'Escargot Cup' for the slowest boat, which this year went to the 50m Perini Navi, *Baracuda*. (The actual can of snails was not returned by last year's winner.)

As part of their commitment to the community of Saint Barth, the Bucket traditionally makes a contribution to a worthy island project. This year, they donated 23,500 Euros toward the renovation of a traditional Caribbean house where the island's nuns have lived. This money will help complete the work so they can move back to their home.

'The Bucket Book: A Celebration of Megayacht Racing' was on sale during the regatta. Commissioned by Tim Laughridge and produced by Concepts Publishing, Inc., the book celebrates 25 years of unique mega-yacht competition and features superb images of boats racing in the Bucket Regattas. The book brings the event to life with quotes and reminiscences from yacht owners, crew, sponsors, and Bucket fans. Copies can be ordered on line at the Bucket website.

In spite of the rainy start, and a few accidents (one sailor was hospitalized and the largest boat in the fleet, the 67m Baltic Yacht, *Hetairos*, hit some rocks and had to withdraw), the 2012 Bucket was a fabulous event, especially in terms of safety for such a large fleet of big boats.

For a list of winners and awards, visit: www.bucketregattas.com

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

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MARTINIQUE'S RIVIERA

ANSE A L'ANE, ANSE MITAN & TROIS ISLET

PHOTOS AND STORY BY ROSIE BURR

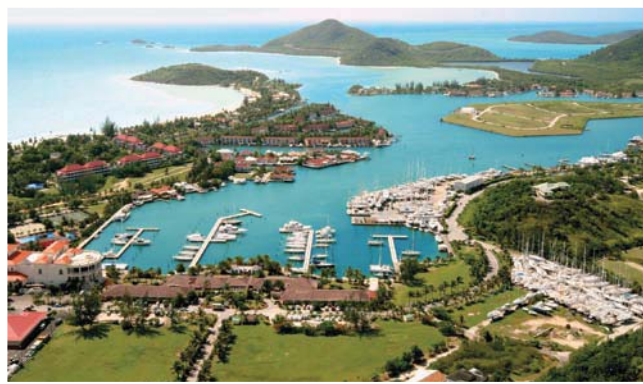


Opposite Martinique's capital Fort De France, on the other side of the bay, are three anchorages that are often overlooked. Each have their own character but all with the same sophisticated charm that is expected of the French West Indies. Trois Islet, Anse Mitan and Anse L'Ane offer a diverse mix of relaxing beaches, lively atmosphere and interesting history. With a regular ferry service back and forth to Fort de France, these bays have opened up and become more accessible.

Anse a l'Ane is the furthest west on the southern side of the bay. It has mostly good holding on a sandy bottom. However, avoid the shoal in the middle of the bay and leave the channel clear for the ferries. In strong northeast winds or westerly swell, this bay becomes untenable. It is a pic-



At top: Anse Mitan breakwater; above: Anse a l'Ane



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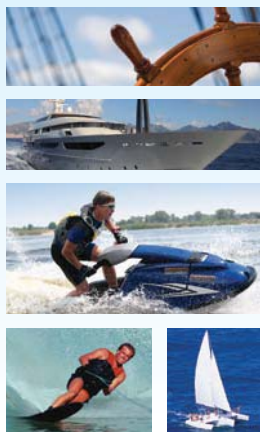
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The anchorage at Anse Mitan



turesque anchorage with a pretty crescent-shaped sandy beach and palm trees. The sleepy seaside resort is a low-key holiday destination with chalets backing down onto the beach. There are a few restaurants; a couple right on the beach, an 8 à Huit store, a fuel station and, a little further back, a fruit and vegetable stall. Dinghies can be left on either docks; keeping clear of the ferries.

Anse Mitan, though only around the corner, is a striking contrast to the laidback atmosphere of Anse à L'Ane. The chic and the beautiful hang out at Pointe Du Bout, is one of Martinique's most developed holiday resorts. In parts a little rough around the edges, don't let this deter you. The clear water in the anchorage has variable holding but is good in sand. There are various buoys marking channels and swimming areas, leave the ferry channel clear, as well as the swimming area off Anse Mitan beach.

Dinghies can be left inside the ferry dock though be aware that at weekends – and after school – kids jump in and out of the dinghies and tug on the engine pull cords. Another area to leave your dinghy is on the floating dock in the first of the man-made breakwaters north of the abandoned Bakoua marina.

Ashore you can clear customs easily in the office at the

Pointe Du Bout marina. There are many fine restaurants and cafes right on the marina front and on the road leading to Anse Mitan Beach – including those in Creole Village – that will easily satisfy those of an epicurean nature. You will find the ubiquitous 8 à Huit for grocery shopping and a couple of fine boulangeries. There are plenty of car rental places, dive shops and a laundry service. Throw into the mix a good selection of classy boutiques and up market tourist shops in quaint pastel-colored buildings. The derelict hotel at the end of the Pointe du Bout conjures images of a hedonistic past but is now in ruins. All is not lost as the man-made pools surrounding this area are popular spots for snorkeling and sunbathing. There is reasonably good snorkeling to be found off Pointe du Bout, and by the isolated danger mark in the bay, just make sure you are aware of jet skis whizzing by.

Trois Islet: For something a little different or if you need to find shelter from a northwest swell, Trois Islet is a quiet place to hang out for a few days. Despite being open to the northeast, the holding is great and there are plenty of places you can tuck into between the islands and the shoals. Just be conscious of the shallow areas when anchoring and once again keep the ferry approach clear. Dinghies can be left inside the ferry dock on the well-maintained waterfront.



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Creole Village

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A small tidy town with lots of quaint weather-worn buildings mixed with more modern urban development, Trois Islet is a pretty place that won't take you long to walk around. It has a couple of local stores, a small market in the square with a limited selection of fruit and vegetables, as well as a few other vendors selling wares from spices to straw hats. A handsome church, listed as an historic building due to its connections with Empress Josephine, stands proudly in the square. A boulangerie/patisserie offering fresh baguettes and pastries lies just around the corner.

Take a walk to the state owned Forest of Vatable about a mile or so out of town to the east. A little further, but within (long) walking distance, is a sugar cane museum in the remains of an old sugar refinery. About two miles west of town is Musee de la Pagerie, which is dedicated to the countries colonial history and to Empress Josephine, Napoleon's wife.

For golfing enthusiasts, a scenic 18-hole course leads right down to the waters edge. Nature lovers can explore the mangroves on organized tours. For all these sites and more the tourist office in the main square are very helpful and speak English.

Next time you are passing through Fort de France Bay, take the time to stop on the southern peninsula and soak up some Creole culture and fine French West Indies hospitality.

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TEAM HORIZON WINS

BY CAROL M. BAREUTHER



Jason Fletcher and Apero overall winner of the Westerhall Twelve Degrees Cup

The fourth annual South Grenada Regatta (SGR), held February 23rd – 26th out of Le Phare Bleu Marina, proved a history-maker by adding for the first time – and a first for Grenada – match racing to the sailing competition.

The Moorings and Sunsail donated two of their 41.3ft Beneteau charter yachts for the competition, which saw 12 teams spar in Clarke's Court Bay in two round-robins. The field narrowed quickly to six teams and then the final two, *Green Dragon* and *Team Horizon*, who faced off for the Finals. Spirits ran high and the whole atmosphere sizzled with excitement as spectators cheered on their favorites from a barge that Le Phare Bleu set up as a viewing platform. The *Green Dragon* team put up a good fight, but it was *Team Horizon* – Jacqui Pascall, Dwayne Haywood, John Pirovano, Earl Alexis and Candelle Thomas – that crossed the finish line first.

"A very close start but in gusty conditions we had the edge over the competition as we read the wind and handled the

boat accordingly," said Jacqui Pascall, who claimed *Team Horizon's* interest in match racing stemmed from a desire to compete against some of Grenada's top sailors and to bring together some of the Horizon staff for a fun day on the water. "The other crew had a problem when tacking the jib and we sailed away. We didn't have any prior match racing experience, but plenty of sailing and racing experience. We hope to do more match racing and will be trying to get more of this type of racing on the Grenada calendar."

The match racing was followed by two days of regular fleet racing. On Saturday yachts, divided into two cruising classes and a fun class, took their start for the North South Wines' Veuve Clicquot Cup, which was won overall by Richard Szyjan aboard his Hobie 33, *Category 5*.

"The weather was consistently bad with a steady 28 knots plus in the squalls," explains Szyjan, whose boat is actually 32ft in length – and fast – thanks to Szyjan's modifications which included cutting the cockpit almost to the mast,

changing the keel for a 2.40m foil with a torpedo bulb, and shortening the bow by one-foot to accommodate a center retractable bow sprit on which to fly an asymmetrical spinnaker. "The Veuve Clicquot Cup is a downwind/upwind race. What led us to a win was the fact that we opted for a bigger jib and the wind died slightly after rounding Glover Island until we got a few hundred meters from the line. This was enough for us to avoid the full force of the squall that hit the competitors behind us."

Jason Fletcher was named the overall winner of the Westerhall Twelve Degrees Cup, aboard his Albin Stratus 36, *Apero*.

"I think a combination of favorable weather, as *Apero* likes slightly heavier weather, combined with a new head sail from Turbulence Sails and good crew work, led to our win," Fletcher said. "What I enjoyed most was the friendly family-type atmosphere. There was something for the entire family."

While the big boats raced offshore, 19 junior sailors took part in the Junior Sailing Regatta aboard Optimist and Mosquito dinghies. Reese Evans won the Optimist Class with Noah Bullen and Brent McQueen second and third, respectively. Christon Henry championed the Mosquito Class with Dennis Bernardine second and Justin James third.


The winds calmed down slightly for the last day of big boat racing. In the end, it was Robbie Yearwood aboard his J/24, *Die Hard*, who was named overall South Grenada Regatta Champion.

Who knows what the organizing committee will come up with next year, but this year's addition of not only match racing but also a floating musical concert the day before definitely makes 2012 a regatta to remember. ☺

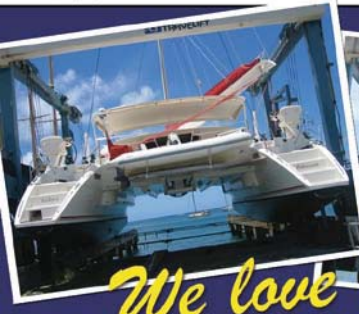

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.



Team Horizon (from left): Dwayne Haywood and John Pirovano (standing), Candelle Thomas, Earl Alexis and Jacqui Pascall



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TRINIDAD CARNIVAL REGATTA 2012

VEXING CONDITIONS—EXCELLENT RACING

BY CAROL M. BAREUTHER



Trinidad and Tobago Sailing Association Pirate Cooler fete - a fund raiser for the sailing school and the main event for the Trinidad Carnival Regatta

Challenging conditions with winds swinging from four to nearly 20 knots out of the west, east and then north, created keen competition for the 21 boats taking part in the Trinidad and Tobago Sailing Association's (TTSA) Trinidad Carnival Regatta, held out of Hart's Cut, Chaguaramas, in February. This regatta, now in its second year, replaces the well-known Tobago Angostura Regatta.

Rivalry in the Racing Class was particularly intense. In the end, points leader Norman Da Costa's Soverel 42, C-Mos, was penalized for an infraction in the penultimate race which resulted in Peter Morris' Frers 43, *Jaguar*, earning the class title.

Morris explains that, in addition to excellent sailing by the crew, *Jaguar's* success was due to a few significant



Melges 24 Class on the downwind leg (from left) *Drunken Monkey* and *Wasabi*

changes. "Ballast was added internally to ensure she sailed her full waterline length, new Doyle sails have a beautiful shape and the mast was recently given a total overhaul and

upgrade by Trinidad Rigging," says Morris. "The combined impact of all these improvements has been to produce a superb sailing yacht."

In the Racer-Cruiser Class, the perennial favorite *Nirvana*, a San Juan 34 skippered by Lloyd De Roche, was dethroned by Mark Chapman's well-sailed Tartan/LS10, *Dingolay*.

"*Nirvana* was, and is, our biggest competitor," says Chapman. "They have an experienced crew who has been together for a long while. Yet on the final day all three races were in light to medium air and our spinnaker work was excellent. We were able to keep in clear air and moving."

Jay Alvi's Beneteau 473, *Andiamo*, won the Cruising Class, sailing with the crew from *Enzyme* after the Henderson 35 damaged its rudder in the Grenada Sailing Festival in January.

"The *Enzyme* crew is a very competitive group, so we did tone it down a bit for the Cruising Class and put the emphasis on having fun," says Alvi. "We had three other boats register for the class, so the fleet was small, which meant we had some aggressive starts – can't totally be non-competitive. The secret to our success, though, was to have fun and we kept the bimini up and the wine chilled."


There were two One Design Classes: one for J/24s and the other for Melges 24s. It was James Arrindell's J/24, *Jahaji Bhai*, which handily won with a three-point spread over

Grenada's Robbie Yearwood's *Die Hard* in the J/24 Class.

"The regatta was only won on the very last race of the series. Up to then anyone of us could have won," says Arrindell. "In that last day, we finished second, second, and then went on to win the last race. It was the only race that I had a good start. We held first place from after the first mark to the finish, when *Ambushe* and *Die Hard* got into a bit of a battle at the first mark and we were able to round inside with quality crew work, and jumped into the lead while they luffed each other off the race course."

Finally, Paul Amon's Melges 24, *Drunken Monkey*, finished four points in front of Jeffery Chen's *Wasabi*.

"We were successful because we have a crew that has sailed together since we owned the boat," says Amon. "Great crew work from Peter Knox, Mark Loe and James Leighton allowed us to turn the corners faster than most. We normally excel and are able to recover from behind with good clean mark roundings. This same crew forms the core on bigger boats we sail, *Storm* and now *Slippery*."

The regatta finished with a prize-giving ceremony presided over by TTSA president, Reginald Williams. 

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



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CURAÇAO TO HOST 5.5 METRE WORLD CHAMPIONSHIPS

EXCITING SAILING IN THE SOUTH

The Curacao 5.5 Metre Class Association will host the Class World Championships January 28th to February 1st 2013. In a press release, the association said spectators would be welcome and able to view this exciting regatta as it takes place on the waters in front of the Curacao Hyatt Regency Hotel.

It's estimated that over 800 5.5 Metre Class boats have been built over the years and they fall into three categories: 'Classic', 'Evolution' and 'Modern'. Although Metre boats are not identical they are built strictly within the Class Rating Rules.

The fleet making up the Classic Division was built between 1949 and 1969; the number of boats built during this period was about 650. Not all the boats in this division made it into the 21st century but some of those still sailing have found a new lease of life and are again taking part in World Championships.

The Evolution Division includes boats whose original measuring certificate must be dated between January 1st

1970 and December 31st 1993. The hull is a radical change from a Classic boat, it is less deep and the wetted surface is drastically reduced. The rudder is separated from the keel.

For sheer excitement, sailors extol the virtues of the Modern Division. The current World Champion said: "Having sailed a lot of different sailing boats in my life the 5.5 Metre is probably the best of them all. All the sailors in the class are fantastic people. The speed is more or less the same in all the modern boats. What makes the difference is trimming the boats, something you do constantly to keep up speed. The boat is also very tactical and sensitive to how you steer and maneuver. This is how it should be"

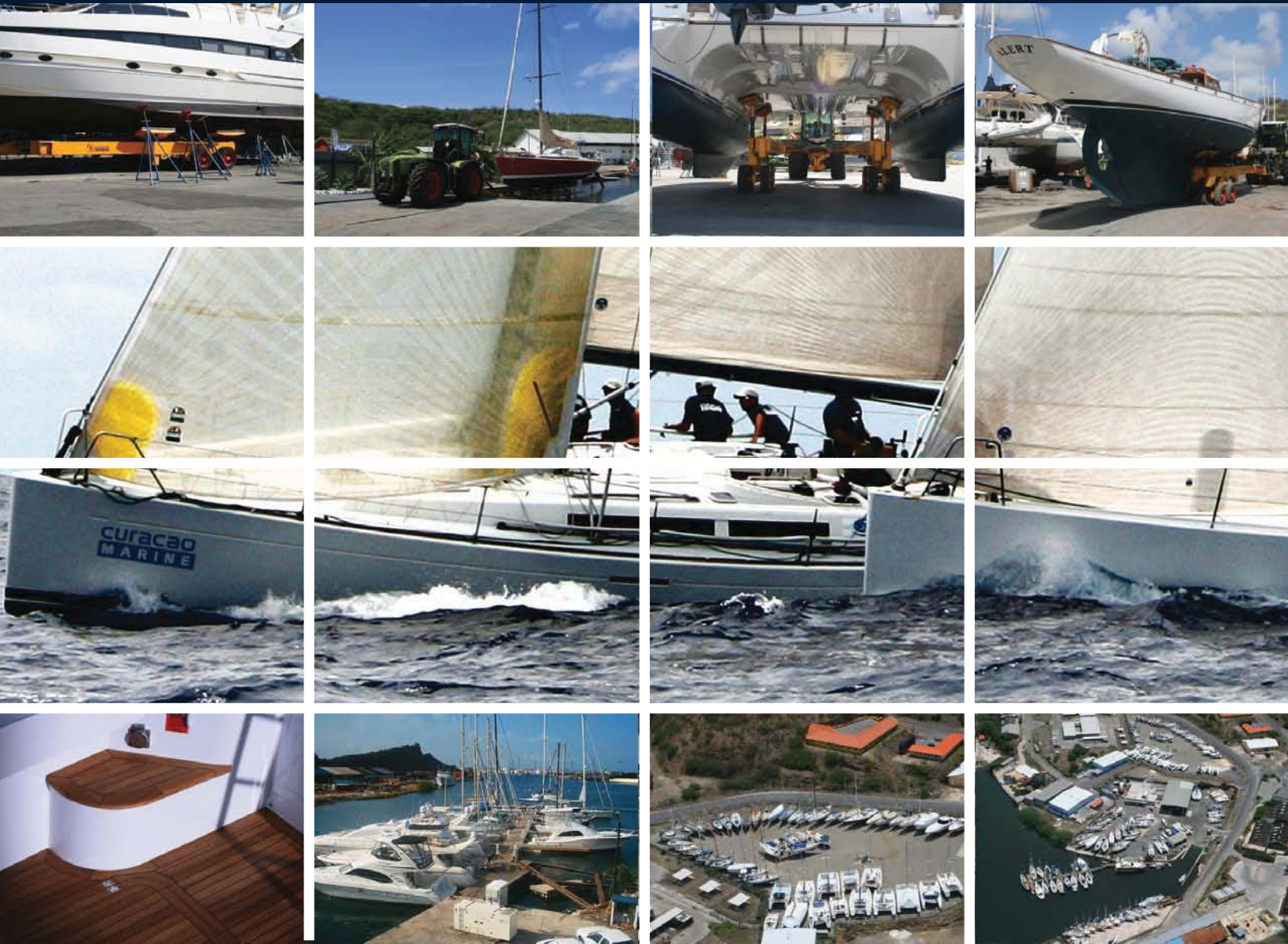
Other racers agree and note that when sailing these boats you must be at the top of your game if you want to stay in the hunt for a podium finish.

For 5.5 Metre Class information, visit: <http://www.5.5class.org>

For information about the Curacao Hyatt Regency Hotel, go to: <http://curacao.hyatt.com>



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

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



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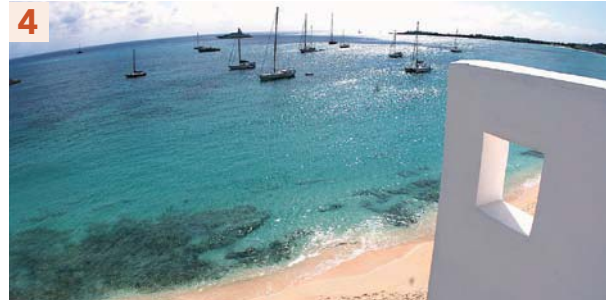
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4 Simpson Bay Beach, St. Maarten. Located in the quaint fishing village of old-world Simpson Bay, this newly-constructed 2BR 2.5BA beachfront condo at Aqualina Beach Club is only minutes away from the restaurants, theater and nightlife of Simpson Bay Village. Take a swim in the 65' lap pool or put your feet up in the Jacuzzi and watch the sun set over the megayachts anchored right in front of your home. No expense has been spared in furnishing the gourmet kitchen, which is equipped with Viking stainless-steel appliances and a built-in commercial grade Miele espresso machine. Price: US \$1,200,000

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5 Sugar Beach, St. Lucia. Situated between St. Lucia's magnificent Val des Pitons, a UNESCO World Heritage Site, 'The Residences' at Sugar Beach is a collection of 42 luxurious 3 to 6BR detached homes each with private swimming pools and views across the rainforest, Pitons and Caribbean Sea. Currently known as the Jalousie Plantation, the resort is undergoing a US\$100 million redevelopment and will be re-branded at the end of 2012 as Sugar Beach, A Viceroy Resort. Homeowners enjoy access to resort facilities such as two beaches, spa, restaurants, bars, state-of-the-art gym. Price: US\$2,400,000 - US\$9,000,000

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6 Westerhall Point, Grenada. Located in an exclusive residential estate on the South East Coast, the main residence features 3BR and a laundry room on the upper floor. The lower floor has a large living/dining room, kitchen, pantry, media room and an additional bedroom, study and guest bathroom. The 1,019-square-foot guest house consists of 2BR, kitchen, dining room and patio which lead to the pool entertainment area with a gazebo and verandah. The jetty extends from the land out into Old Harbour, a favored sheltered deep water mooring site for yachts. Price: US\$2,800,000

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Immaculate bullet proof liveboard cruiser OFFERS



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Jeanneau 44 SUN MAGIC owners version. Needs some varnishing. Sound vessel \$50K Euro



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



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



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2005 OCEANIS 473



"Mad Dog II"
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Asking \$139,000

2006 LEOPARD 46



"B' Shert"
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Located Tortola, BVI
Asking \$385,000

2003 BAHIA 46



"Bigorneau"
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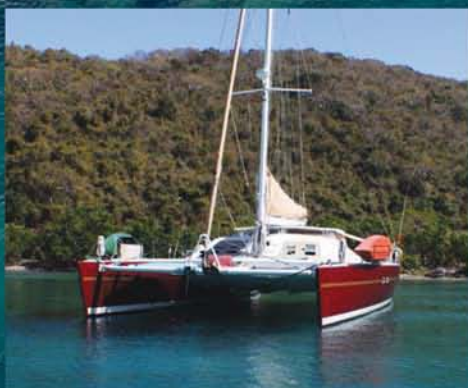
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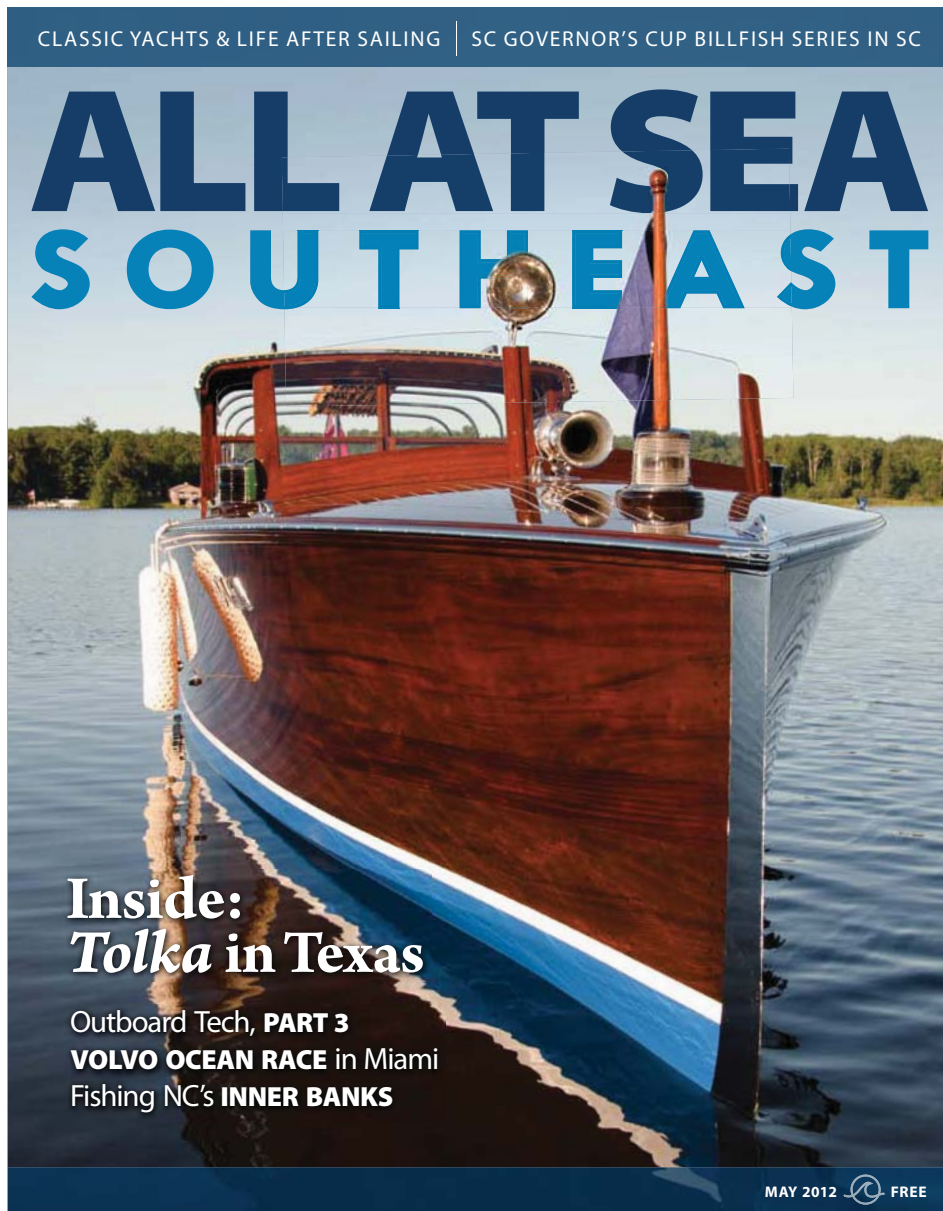
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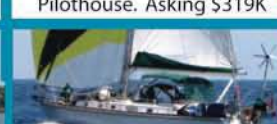
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36 Pearson 367 cutter, 1982
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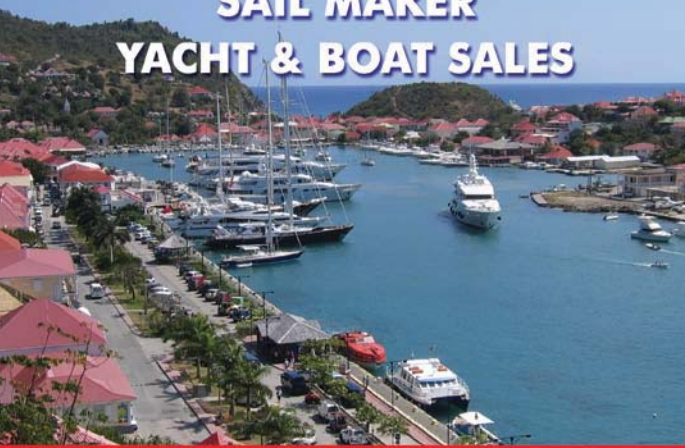


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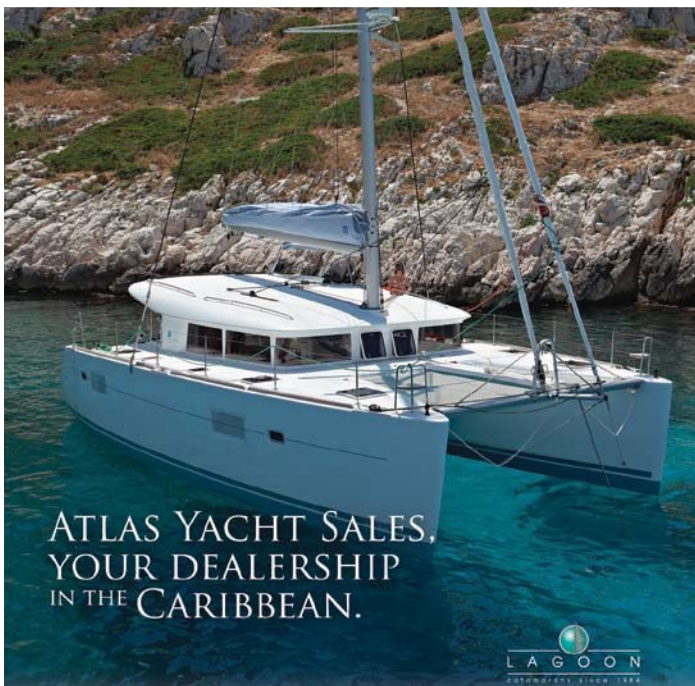
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38'	1997 Beneteau	US\$100,000
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39'	1977 Moody	US\$89,000
40'	1981 Divorve Steel	US\$50,000
42'	1979 Pearson	US\$88,500
42'	1983 Panoceanic	US\$89,000
42'	1986 Endeavour	US\$98,000

43'	1985 Gitana	US\$115,000
44'	1990 Jeanneau Sun Magic	US\$85,000
45'	1998 Peterson cutter	US\$189,999
45'	1999 Passport a/c 44	US\$365,000
46'	1988 Comet 460	US\$136,000
46'	2001 Tayana (Vancouver pilot house)	US\$329,000
48'	1981 Viva Nautica	US\$148,500
48'	1985 Amel	US\$65,000
51'	1986 Beneteau	US\$225,000
51'	1989 Beneteau (owner's version)	US\$145,000
55'	1979 Herreshoff Marco Polo	US\$170,000
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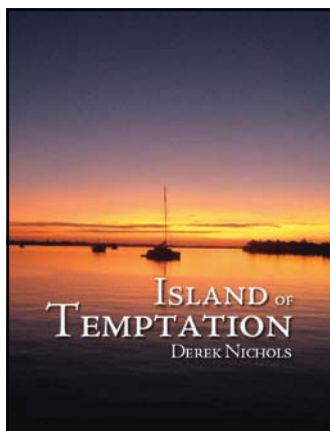
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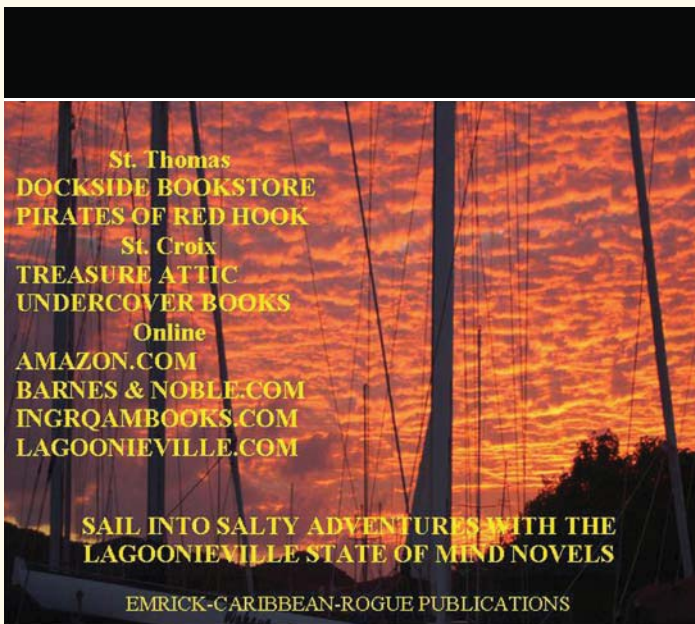
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It is Mother's Day this month, so here is a choice of recipes that you can fix for her.

SURE FIRE PRIME RIB ROAST

This works for any size Prime Rib Roast, (also known as a Standing Rib Roast) and only for a prime rib roast. On the *M/Y Antares*, chef Roz used a 15lb Prime Rib, I usually use around a 7lb. No matter what weight the prime rib, this is the only sure fire method. No other type of roast will do.

Prep time: 10 minutes. Sitting time: maybe two hours. Cooking time: 5-6 hours. Resting time: 20 minutes. Serves: 12-14

7lb Prime Rib Roast

Salt and pepper

Potatoes

Preheat oven to 350°F. Bring rib roast to room temperature (this is very important). Pat dry and season with salt and pepper. Place in oven at 1 o'clock in the afternoon, bake exactly one hour. (Foil wrap the potatoes and put them in at the same time). Turn OFF the oven and do NOT open all afternoon. 1-1/4 hours before dinner, turn oven ON again to 350°F. After 3/4 hour take roast (and potatoes) out of oven and let roast sit for 20 to 30 minutes (also very important) before carving. This cooking method works on any size Prime Rib Roast and will always come out medium-rare.

NOTE: When purchasing - the rib roast closest to the loin is more tender than the rib roast nearest the chuck.

From *DINING ON DECK*: a recipe by Chef Lisa ...

SESAME COATED SHRIMP KEBABS WITH ASIAN COCONUT BOWL SIDE SALAD

Prep time: 20 minutes

Cooking time: 10 minutes. Serves: 6

12 raw tiger shrimp or jumbo shrimp
4 eggs

Pinch of salt and cracked pepper

3 cloves of garlic, finely chopped

1 tsp of fresh ginger, finely ground

3/4 C white sesame seeds

1 C breadcrumbs

1/3 C soy sauce

1 C sushi vinegar

1/2 C Thai Sweet Chili Sauce

1 head iceberg lettuce

1 bunch of fresh mint

1/2 cup grape or cherry tomatoes, finely chopped

1 red pepper, finely julienned

1 yellow pepper, finely julienned

1 tsp of fish sauce

1 Lebanese seedless cucumber

1 cup fresh bean shoots

12 plain, unpainted, wooden chopsticks

1 cup vegetable oil

3 coconuts cut in half with white flesh of coconut kept intact

6 shot glasses

SHRIMP: In a food processor, blend raw shrimp to a paste-like consistency. In a mixing bowl place well whisked eggs, salt and pepper, soy sauce, breadcrumbs, half of garlic, half of ginger and half Thai Sweet Chili sauce. Add the shrimp and mix well. Place frying pan on med-high heat stove and add half of vegetable oil. When oil is hot, prepare sesame seeds on a plate. Take a palm full of shrimp batter and cover top of chopstick and roll shrimp batter in sesame seeds. Place into frying pan, gently rolling until cooked through. Continue doing this until all 12 chopsticks are used.

SALAD AND PLATING: In a bowl, mix the rest of the ginger, garlic, Thai Sweet Chili Sauce, sushi vinegar, and fish sauce. Mix well and pour evenly into each shot glass.

Place half coconut on each plate. In each half coconut, place iceberg lettuce, torn mint, red and yellow peppers, slithers of lebanese cucumber, some of the bean shoots, and tomatoes. Place two of the sesame shrimp kebabs. Use dressing either by pouring over salad and shrimp or dip the shrimp kebab into the shot glass.

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



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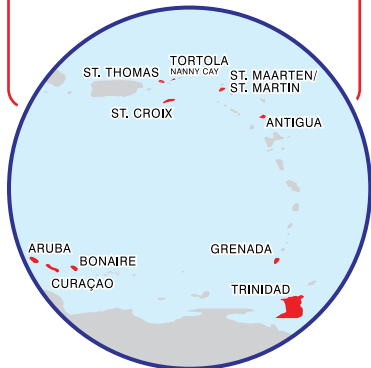


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