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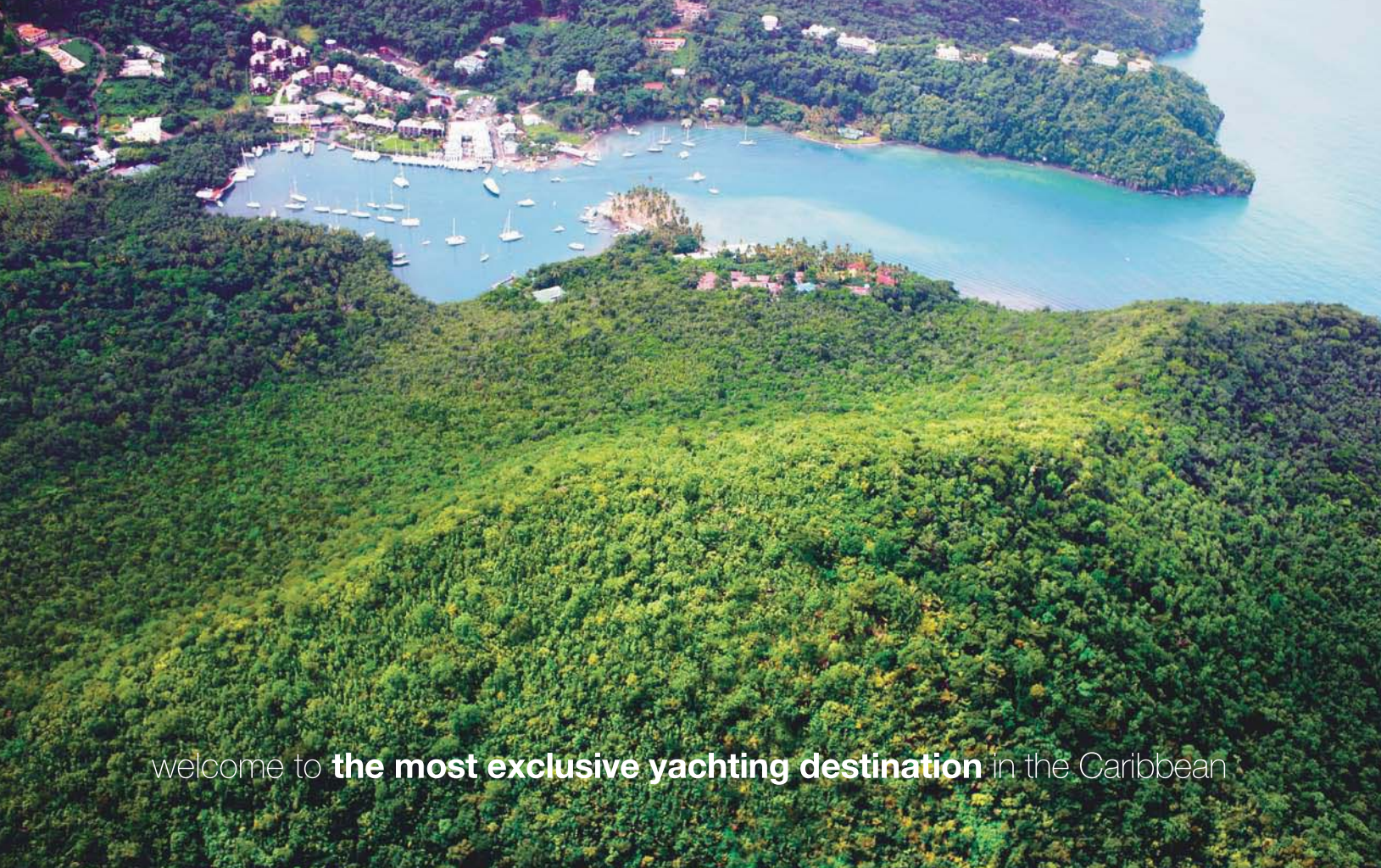
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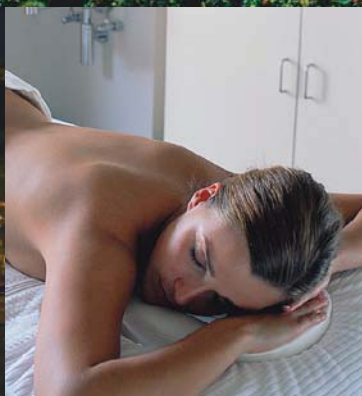
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WHEN CROSSING OCEANS, ALWAYS CARRY A PIN


January saw the arrival in St. Maarten of 16-year-old Laura Dekker and her 38ft ketch *Guppy*. After 366 days, Dekker crossed her outbound track in Simpson Bay to become the youngest person to sail around the world alone (see page 65). Her voyage was controversial and her own government tried to stop it. Fortunately, she had the guts to persevere and there were enough people around to support her and help make it happen. Of course there were risks. If you're an offshore sailor then you need no reminder from me. The ocean is a dangerous place. It is also mystical, a place where some people feel more at home than they do on land. Would I support a youngster who came forward with a wild scheme to follow in Dekker's wake? The answer is no. The reason that Dekker succeeded is because hers was no wild scheme. It was a carefully planned and executed voyage, carried out by a competent sailor in a sturdy, fit-for-purpose, ocean-going boat. Not only did Dekker make a superb circumnavigation, she put the nanny state to shame. Parents who complain about their children should take note.

In this edition we conclude our series on rigging with a look at what to do should a shroud fail and you are dismayed at sea (see page 36). Having been in this position, I was glad to see Andy Schell tackle the subject in his article. When we lost our rig, during a storm in the Bay of Biscay, we were in danger of the remains of the mast piercing the hull and had to cut it away. This was not easy. The jaws of the bolt-cutters we carried for just such an emergency literally crumbled as they bit into the stainless steel wire. Eventually, I had to crawl around the deck and pull out all the rigging pins with pliers before I could let go of the mast. To reach port, we used a spinnaker pole as a jury-rig, and a small jib, set upside down and with a knot tied in it, to sail to shore, five days to the east. I had made the spinnaker poles and adapted the ends so they could double as a jury-rig should the need arise. Forethought got us out of trouble, but only just. The bolt-cutters were brand new, but I had failed to test them. It's always the little things that get you!

I have seen some strange things at sea. I once came across a freighter lying stationery at night, in mid ocean, without lights and refusing to answer the radio. Another time, I came



upon a man in an inflatable dinghy 25 miles off the coast of Florida. Every time we sailed towards him, he started a big outboard and motored off at high speed. After an hour trying, we made a note in the log and left him to it. Our strangest encounter happened in the Mediterranean. We were five miles off shore when we spotted someone frantically waving their arm about half-a-mile downwind of us. Our boat was small and slow and only had an outboard motor but we set off to the rescue. The swimmer was drifting downwind at almost the same speed as us, so it took a long time to close the distance. An hour later, and miles downwind of our destination, we were close enough to see that it wasn't a person we were chasing but a strange bird. We had spent so long on the chase, and now had no chance of making port before nightfall, that we decided to keep going. Thirty minutes later and we had the bird along side.

I now hate children's inflatable beach toys and when the chance arises, stab them with a pin. 

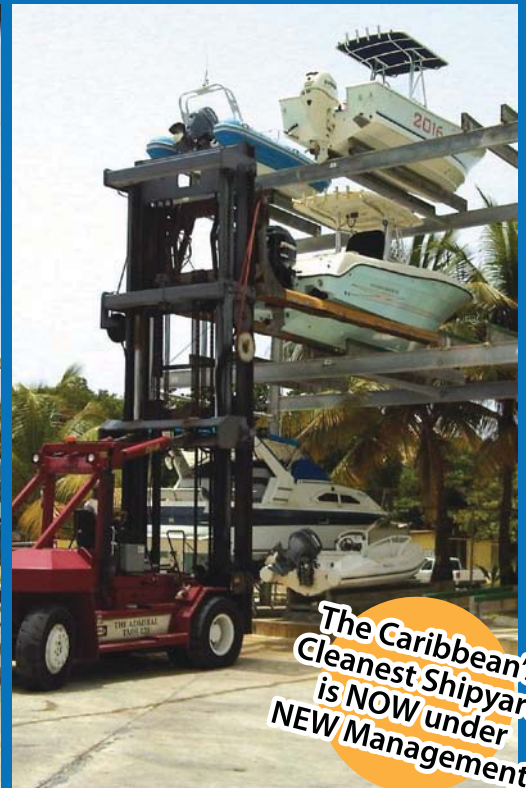
A stylized, handwritten signature in black ink, appearing to read 'Gary E. Brown'.

Gary E. Brown,
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COVER SHOT: Laura Dekker aboard *Guppy*

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ALL AT SEA CARIBBEAN

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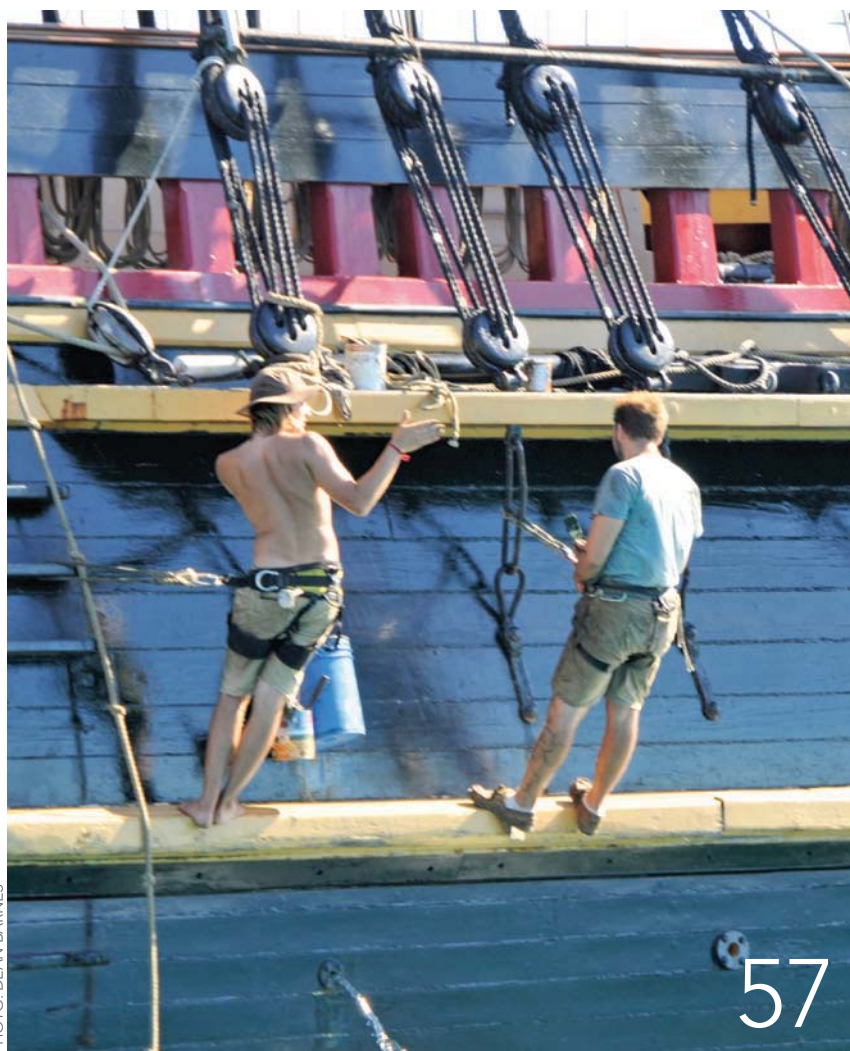


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Andy Schell is the editor of our latest publication *All At Sea Southeast*, which covers an area from the Chesapeake Bay all the way around the coast to Texas. Before taking the helm of our new publication, he took time to 'chill out' in Dunderbo, Sweden. Having chilled, Andy's thoughts rapidly turned to those of blue seas and sunny skies. To speed up the thaw, he reached for the Caribbean's hottest sailing magazine, *All At Sea*.

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ISLAND EVENTS & INTERESTS

ALL AT SEA'S
CARIBBEAN COVERAGE



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Jorge Santiago



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The Grenadines

Bequia

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Tobago

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Caribbean Sea

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Drop Anchor:
A New Destination for
Superyachts in Dominica



CARIBBEAN NEWS

A BRIEF LOOK INTO THE HAPPENINGS OF OUR WORLD

Ferron resigns as head of St. Maarten Heineken Regatta

Sir Robbie Ferron has resigned from the Board of the St. Maarten Regatta Foundation and as Chairman of the Heineken Regatta Steering Committee. Ferron, who is credited with starting the regatta, now in its 32nd year, announced his decision just six weeks before the start of the March event.

Problems between Ferron and the Board of the St. Maarten Yacht Club over future policy came to a head at an extraordinary general meeting held at the yacht club in January.

A joint statement issued by the Heineken Regatta and Ferron said that "the position of Steering Committee Chairman and all functions related to that position will be taken over by Mr. John Gifford, previous co-chair to the event."

The statement cited Ferron's resignation as "due to his views on the future organization of the event differing from those of the St. Maarten Heineken Regatta Foundation board of directors, the organizing entity."

www.heinekenregatta.com



HIHO becomes clothing sponsor for Antigua Sailing Week

HIHO, the BVI-based brand of Caribbean clothing, has inked a multi-year deal to be the exclusive clothing supplier to Antigua Sailing Week. HIHO will design a range of casual and technical clothing for the event. The collection will feature the brand's well-known quality materials and details. HIHO will partner with the Galley Boutique based in English Harbour, Antigua, to offer year round sales.

"Teaming up with HIHO provides us with a fantastic opportunity to underscore everything that is great about Antigua Sailing Week," said Marketing, Sponsorship Liaison and Shoreside Organization manager Alison Sly-Adams. From Tortola the HIHO designers said: "It's great to be a part of the Caribbean's oldest and best sailing regatta!"

Info at: www.sailingweek.com and www.go-hiho.com

Award for Rincon Sailing, Puerto Rico

Rincon Sailing is the 2011 award winner for the US Sailing Community Sailing Outstanding Outreach and Inclusion Award. The award is given annually to a program director or program that has made notable contributions to promote public access to sailing, by finding and including people in their program who would normally have no access to the sport. Rincon Sailing said they were honored and proud of this acknowledgment.

"We are motivated to continue the mission: connect people of all ages, skills, and means to the waters of Puerto Rico. Through educational and recreational sailing programs, we hope to stimulate personal growth and an enduring respect and enjoyment of the sea."

www.rinconsailing.com

Yacht Club Costa Smeralda open Virgin Gorda clubhouse

Yacht Club Costa Smeralda, Virgin Gorda celebrated the official opening of its clubhouse in the North Sound, British Virgin Islands, in January. The occasion marked the completion and launch of the Caribbean location for YCCS, which has its home base in Porto Cervo, Italy.

The new marina has 38 slips for yachts up to 100m (328ft) and a draft of up to 9.1 meters (30ft).

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CHARTERPORT
BRITISH VIRGIN ISLANDS

EVENT CALENDAR

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



ANTIGUA

APRIL 19-24

Antigua Classic Yacht Regatta
Classic Yacht Regatta
www.antiguayachtclub.com
yachtclub@candw.ag | 268-460-1799

APRIL 29-MAY 4

Antigua Sailing Week | Sailing Regatta
www.sailingweek.com | info@sailingweek.com
268-462-8872



DANIA BEACH, FL

MARCH 15-18

The 2012 Dania Marine Flea Market
Boat Show
www.daniamarinefleamarket.com
jennifer@albehrendt.com | 954-920-7877



DUBAI, UAE

MARCH 13-17

Dubai International Boat Show
Boat Show | www.boatshowdubai.com
dubai.boatshow@dwtc.com
+ 971.4.3086451



PALM BEACH, FL

MARCH 22-25

Palm Beach Intl Boat Show | Boat Show
www.showmanagement.com



PHUKET, THAILAND

MARCH 29-APRIL 1

Phuket International Boat Show
Boat Show | www.phuketboatshow.com
info@informayachtgroup.com
+971 4 3365161



PUERTO RICO

MARCH 16-18

Puerto Rico Heineken Intl Regatta
Sailing Regatta
www.prheinekenregatta.com
info@prheinekenregatta.com | 787-785-2026

MARCH 16-18

Puerto Rico Boat Show | Boat Show
www.prboatshow.com | 787-768-5000



SAN CRISTOBAL ISLAND, GALAPAGOS, ECUADOR

MARCH 14-19

Galapagos Intl Invitational Billfish Tourn.
Deep Sea Fishing | www.intlbillfishtours.com



ST. BARTHELEMY (ST. BARTH)

APRIL 2-7

Les Voiles de Saint Barth | Sailing Regatta
www.lesvoilesdesaintbarth.com
info@lesvoilesdesaintbarth.com
+590(0)590 27 20 64

MARCH 22-25

St Barths Bucket Regatta | Superyacht Regatta
www.bucketregattas.com
hank@bucketregattas.com | 401-965-3256



ST. MAARTEN / ST. MARTIN

MARCH 1-4

St. Maarten Heineken Regatta
Sailing Regatta | www.heinekenregatta.com
regatta@heinekenregatta.com
599-544-2079



ST. THOMAS, USVI

MARCH 23-25

39th Annual International Rolex Regatta
Sailing Regatta | www.rolexcupregatta.com
styc@vipowernet.net | 340-775-6320



TORTOLA, BVI

MARCH 26-APRIL 1

41st BVI Spring Regatta and Sailing Festival
Sailing Regatta | www.bvispringregatta.org
info@bvispringregatta.org | 284-494-3286



VIRGIN GORDA, BVI

APRIL 12-15

BVI Yacht Brokerage Showcase | Boat Show
www.beyc.com | jglynn@beyc.com
203-656-0799

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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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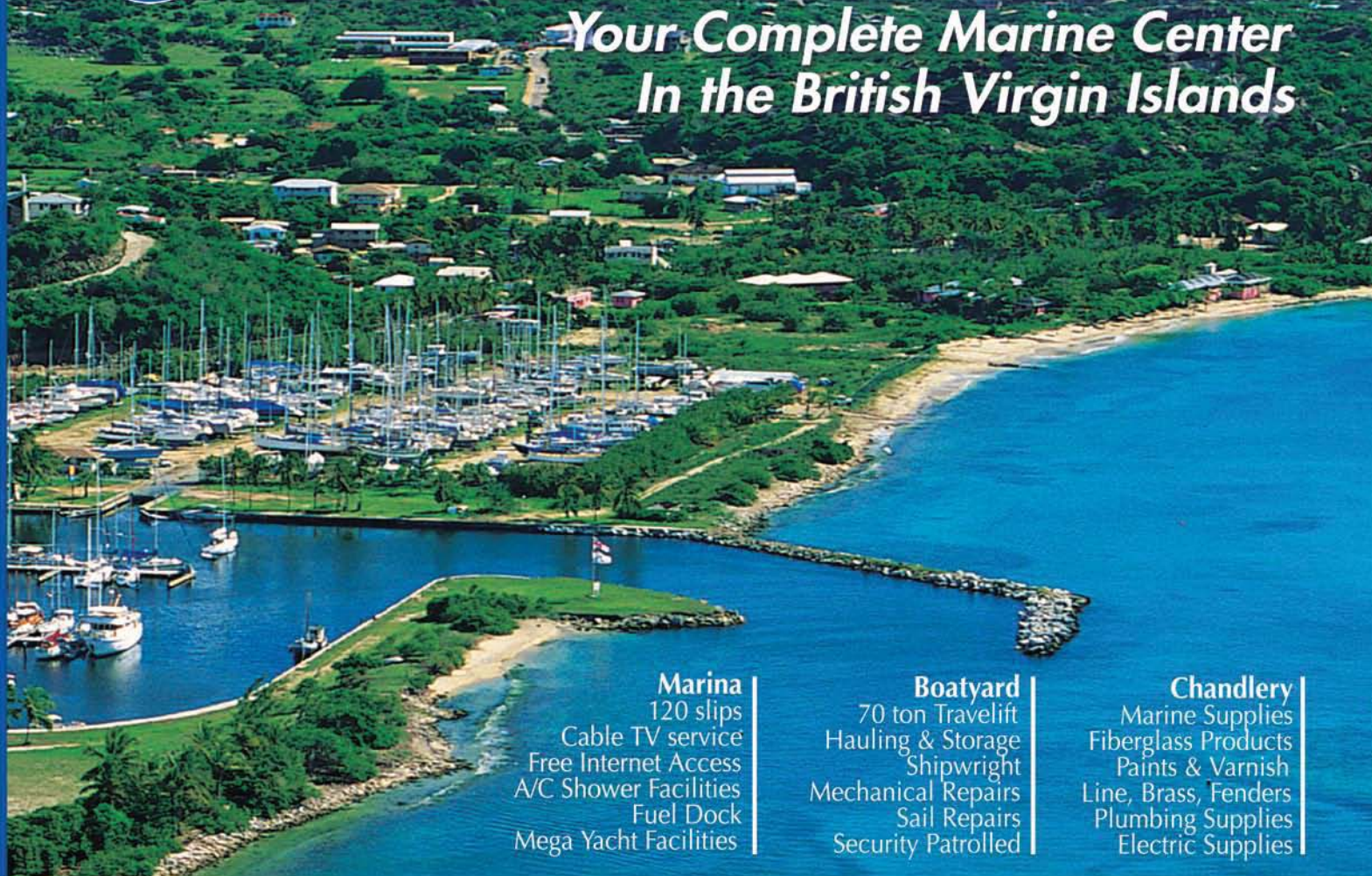
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THE ABACOS

A CALM AND SHALLOW SEA

BY MARK STEVENS

We're fifteen minutes out of Marsh Harbour in the northern Bahamas' Sea of Abaco, our chartered Sunsail monohull as happy as a Sunday morning. That's when my heart skips beat.

The waters are the colors that you dream about – aquamarine and neon lime. But these are colors you want to admire from your beach chair, not your cockpit. Sure signs of danger.

The birds are as calm as the sea in the harbor at Great Guana Cay

PHOTO: SHARON MATTHEWS-STEVENS/WWW.SHERRYSPIX.COM



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I stare at the glittering surface – wind-ruffled in eight knots. I check our depth: ten-feet beneath the keel. Nearest landfall is three miles off – Great Guana Cay undulating about the horizon like a Renaissance courtesan.

This can't be good.

But there's another boat just off our port beam, in no apparent distress. In fact, they're doing an early morning cocktail – and they're anchored here in the middle of the Abaco Sea, someone diving off the stern while I watch with growing understanding.

We're sailing the shallow sea. A calm and shallow sea.

Though no one is quite sure how the Bahamas got their name – some say it means 'Big Island' in native Lucayan – I'd just read that it came from the Spanish *Bahia Mar* – Shallow Sea.

Maximum depths around twenty feet, average ten to fifteen. They've got the shallow part right. But from a geographic standpoint it's more a sound than a sea.

Now back to the shallow part.

Late in the afternoon of our first day we make port at Great Guana Cay and look for an empty mooring ball. I think I spot one but it's not a ball, it's a Javex bottle – a navigational aid meaning insufficient depth, though you won't find this one in Chart One. I realize my error too late.

The boat shudders. Stops.

One night we anchor at Man 'o' War Cay – just off a little stand of mangroves, south of a village where they still build boats, where spindly docks jut into the water. We watch a boat – shipping a full keel – zoom through the narrow passage.

Waypoints are central to Abacos' appeal as a cruising ground. Crown jewel among them is Hopetown with its candy-cane lighthouse

PHOTO: SHARON MATTHEWS-STEVENS/WWW.SHERRYSPIX.COM



An hour later a towboat kedges them off.

Then there's Hopetown's entrance—a gauntlet of lateral buoys. Err one way and you bond with Parrot Cays, miscue to starboard and you're making friends with Eagle Rock.

The Abacos are more popular with the couples who've sold everything and said good-bye to land, than week-long charterers. The cruising grounds are unique and strangely compelling.

The Sea of Abaco is comprised of two actual islands, 82 cays and more than 200 'rocks'. It lies almost due east of Florida's West Palm Beach, a mere hour-and-a-half flight from Fort Lauderdale. Cruisers most frequently cross the stream and make their way southwest from Walkers Cay, the most northerly of the Bahamas archipelago.

We don't have that luxury, so we charter. Moorings and Sunsail both maintain fleets on the same docks in Marsh Harbour. Options include the usual choice of crewed and bareboat, monohulls and catamarans.

Sometime, on our second or third day, it strikes me, in calm waters and a reasonable breeze, that it's basically a really flat version of Drake Passage in the British Virgin Islands.


The area is blessed by ideal conditions and waypoints right out of some expensive travel magazine.

Waypoints like Great Guana Cay, where a bunch of kids in a flock of Optis are zipping around the harbour. Ashore follow a path to a rainbow-painted tractor in the shade of casuarinas trees to 'Nippers', a rainbowsque beachside bar overlooking flesh-coloured sand, home to a Sunday afternoon pig roast.

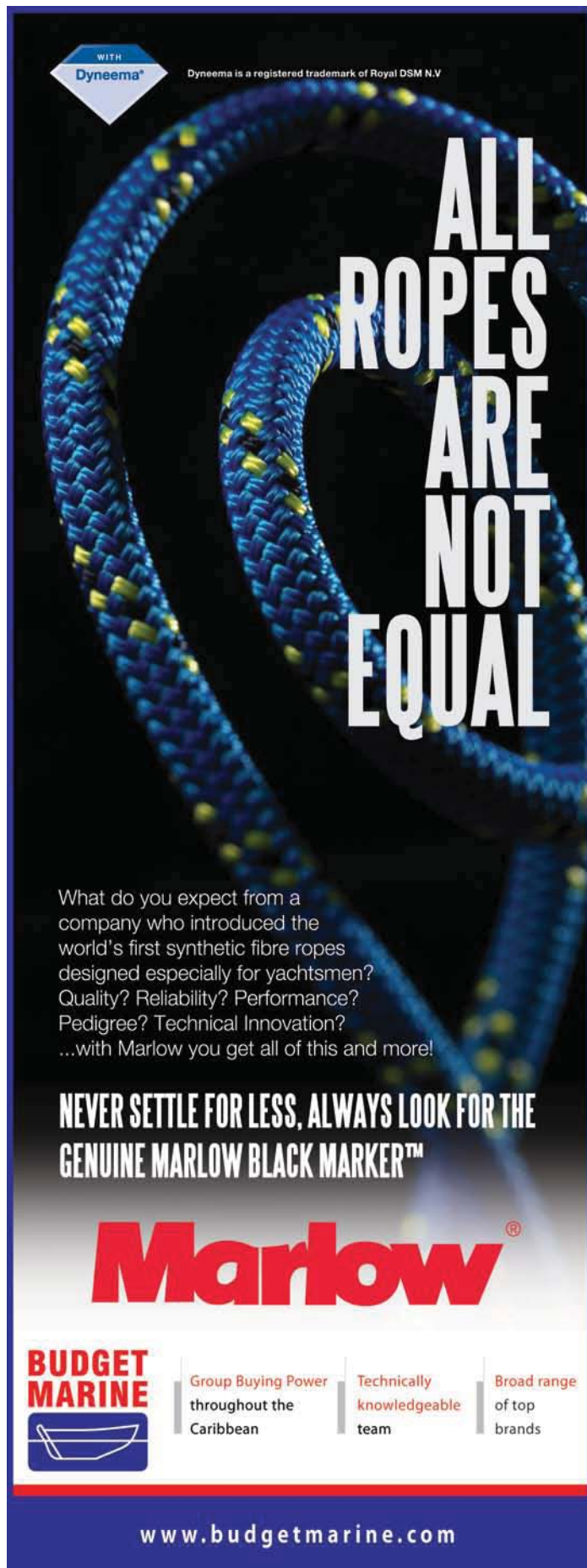
Hope Town, with its candy cane lighthouse and snug harbour fronted by homes and shops that look like they were transplanted from New England—except the buildings are more kaleidoscopic than the beach bar on Great Guana. Hope Town, home to Cap'n Jack's with its white clapboard exterior and bubblegum-coloured trim; home to megayachts, charter boats and barely seaworthy handy-man's specials.

And then there's the anchorage in a secret little bay in the lee of Treasure Cay where you can dinghy ashore to a beach that National Geographic rated one of the world's top ten.

Or drop the anchor for an impromptu swim – right in the middle of the Abaco Sea – like our erstwhile neighbours.

Or sail a shallow sea as calm as a Sunday afternoon. 

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



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CRUISERS!

THEY ARE NOT FOUND ON CRUISE SHIPS

BY BARBARA HART

PHOTO: BARBARA HART

Cruising and cruisers are not one and the same

We first arrived in St. Thomas in April; six months after leaving Maine aboard our 47ft Pedrick designed Cheoy Lee. We'd cruised in the Bahamas, visited Luperón in the Dominican Republic, and Salinas in Puerto Rico—none of which had prepared us for the bustle and frenzy of Charlotte Amalie Harbor during cruise ship season. Walking along the waterfront we were exhorted to abandon our stroll for numerous taxis, and to spend our cruising kitty on gold and silver jewelry at tremendous duty free savings. At one point I suggested we start our own business in St. Thomas selling t-shirts that said: "No, I'm not going to buy jewelry or ride in your taxi ... I'm a cruising sailor."

Sailors are cruisers, and cruisers aren't found on cruise ships. Generally, we're better dressed (or at least more covered up) than folks who stroll down the gangplank in bikini tops and shorts. After all, cruisers have a much more 'up close and personal' relationship with customs and immigration officers, and we've found that wearing modest shorts and tops makes a better impression on the uniformed officials. While we can sit in a waterfront café and pick the real cruisers from the cruise ship tourist, it seems that most who work in the duty-free shops can't tell us apart.

In April, as EW and I walked along the Charlotte Amalie waterfront, a tanned, silver-haired gentleman caught my eye, offered a blindingly white smile and said with a New York accent, "Nice shoes. I saw ones like them on the Internet and

said to myself, 'We have some jewelry that would look great with those shoes!'" I looked at him in amazement, and then down at my old boating sandals. He hadn't seen anything like *these* on the Internet. The soles of my sandals had separated and EW had glued them together with 5200. I laughed and said, "Good pitch, but no thanks", and we moved on.

We sailed down the Eastern Caribbean, spent hurricane season in Grenada, and sailed back to St. Thomas for Thanksgiving. The next week, EW and I walked from the dinghy dock at Yacht Haven to Frenchtown one morning, returning as the shops were opening. I recognized the dapper, tanned gentleman who caught my eye and moved toward us, and I surprised EW by putting up both of my hands in the universal code for stop, saying "No!" The man took a step back as I smiled and said, "You don't have jewelry to go with *these* shoes, either." He was nonplussed for a moment, then smiled and said, "Oh, I guess you're not off a cruise ship."

As we walked away, laughing, EW gave me a high five, and said, "Good one!"

We are not off a cruise ship. We are cruising sailors. ☺

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

HOW TO SPOT A CRUISER

- Folks off cruise ships tend to be under-dressed or very well-dressed. They don't wear paint-stained or frayed shorts, boat shoes, or Mount Gay Rum Regatta hats.
- Sailors walk or take local buses. We rarely take taxis or rent cars.
- More sailors make and sell jewelry than purchase high end gold and silver pieces.
- We're cheap, but not seeking-a-deal-on-a-\$15,000-gold-watch cheap. Sailors are splitting-an-entrée cheap.
- We tend to be more polite. Sailors greet the other passengers on the bus, say "good morning or afternoon" before asking a question of a store clerk, and often seek to meet and get to know the locals.
- We use services, such as laundromats, marinas, riggers, varnishers, woodworkers, mechanics, and local restaurants; and we purchase groceries, clothing, house wares, Wi-Fi, and a lot of marine products.
- We may travel in packs, but we plan our own events. If we want to go snorkeling, we go snorkeling. If we want to go for a hike, we seek maps of hiking trails, ask locals for advice, and go for a hike.
- We wouldn't be caught dead on a tourist pirate ship.

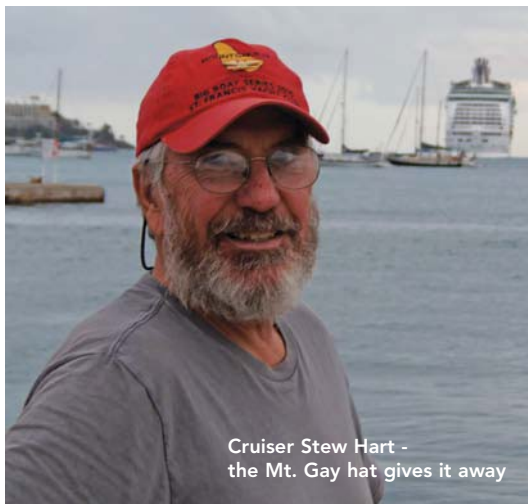


PHOTO: BARBARA HART

Cruiser Stew Hart -
the Mt. Gay hat gives it away



Joy Dunigan Photo

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2003- America's Cup, OneWorld
2005- Winner, Melges 24 World Championship
2005- Winner, World Match Racing Championship
2007- America's Cup, Luna Rossa Challenge
2008- Joins Afterguard of BMW Oracle Racing
2008- Winner, Chicago to Mackinac Race, Genuine Risk
2008- Winner, Puerto Calero RC44 Gold Cup, Team Ceeref

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THE 32ND ST. MAARTEN HEINEKEN REGATTA

WELCOME BACK!

BY GARY E. BROWN



Brad Van Liew's winning Open 60 *Le Penguin* will add even more excitement to the regatta

This year's St. Maarten Heineken Regatta has again attracted top sailors from around the world. While competitors can expect the usual exciting competition, the event will go ahead without regatta founder and head of the steering committee, Robbie Ferron, whose shock resignation over policy came just weeks before the first boat crossed the line. This will also be the last regatta for Race Director Heather Tackling.

No other Caribbean regatta brings together such a gathering of international, regional and local sailing talent, many of whom return every year.

For international sailing star Brad Van Liew, winner of the Velux 5 Oceans single-handed around the world race, the event offers an interesting challenge. His Open 60 *Le Pen-*

guin proved to be a superb boat as he thrashed it around the globe and battled the storms of the Southern Ocean. Now it remains to be seen how the boat will cope with a large fleet, sailing at close quarters, in the shifty wind conditions around St. Maarten.

Five-times around the world veteran Bouwe Bekking returns to helm the 46ft *Grand Soleil Antilope*. "We are looking forward to the good weather and of course good breeze during the racing," says Bekking. His team finished second in their class in 2011.

Puerto Rican skipper Jaime Torres makes a welcome return. He may not be the most experienced guy in the regatta but he is certainly one of the more passionate. Last year, he and his team drove their Beneteau First 40.7 *Smile*

and Wave to fifth place in the ultra-competitive Class 5 division, and led the pack of five Beneteau First 40s in that 15-boat fleet.

"I tell my crew that if we could only do one regatta, it would be the Gill Commodore's Cup and the Heineken," says Torres "There are so many good sailors, and you're surrounded by guys who've sailed in the America's Cup and Volvo Ocean Race. That's a rare and wonderful gift."

For the owner of the St. Maarten Sailing School, Garth Steyn, the regatta is a chance to involve youngsters in a world class sailing event. Steyn has built a reputation for introducing local kids to offshore sailing and his hard work is paying off. This year the school entered two boats, one of them an engineless Dufour 1800. "I am hoping to acquire a third boat in time for the regatta," says Steyn, "and that boat will be crewed by students, too."

Heineken Regatta press writer Herb McCormick returns for the sixth year. He says this is one event that really does get better every time. "The Budget Marine Match Racing Cup has been a nice addition, bringing the action right into the Simpson Bay Lagoon and kicking off what's become a full week of racing. The Gill Commodore's Cup has also been well received, and gives the serious racers a chance to shake out the cobwebs before the main event."

McCormick describes the parties as epic and says they involve the whole island. "It's not a formula that could work everywhere, but it's just about perfect for St. Maarten."

Most people are happy to enter one boat in the regatta, but not 15 year Heineken Regatta veterans Bill and Carolyn Titus. They have so much fun that they entered two yachts this year: the magnificent Swan 100 *Virago* and her little sister *Nefertiti*, a Swan 90. "This is all for bragging rights back in Newport, Rhode Island," says Titus, a broker with Northrop and Johnston. Both vessels are charter yachts and all efforts for the event were organized by the couple.

The Titus's could be international ambassadors for the regatta, having chartered and participated in the past aboard vessels such as *Bharlin Blu*, *Selene*, *Volador*, *Attitude*, *Safara*, *Splash Tango* and *Inca*.

"If you have not yet thanked a member of the Heineken Regatta Committee," says Titus, "then it's high time you did. Through tireless efforts, gracious hospitality and feverous commitment they have surpassed all expectations, over the many years, and provided the ultimate venue for SERIOUS FUN!"

Gary E. Brown is the Editorial Director of All At Sea. He is a presenter on Island 92, 91.9 FM, St. Maarten, and the author of the thriller/sailing adventure *Caribbean High*. For information visit: garyebrown.net

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PETER CRAIG

AT THE HELM OF THE ST. BARTH BUCKET

BY ELLEN LAMPERT-GRÉAUX



Peter Craig, Race Director for The Saint Barth Bucket

A behind the scenes look at an extraordinary three-day regatta for sailboats over 100ft in length. Ellen Lampert-Gréaux chats with event director Peter Craig on the eve of the 2012 Bucket, which takes place March 22nd – 25th on the French Caribbean island of Saint Barthélemy.

ELLEN LAMPERT-GRÉAUX: What is your role with the Bucket, and what do you do on a year-round basis and then day-to-day during the event?

PETER CRAIG: I was hired by the Bucket directors to manage the racing for the 2010 St Barth's Bucket. Following that event, my company, Premiere Racing, was retained to manage all aspects of both Bucket events—on water and shore side. My title is 'event director'. The three Bucket directors have remained actively involved in all aspects of the regattas with Tim Laughridge assuming the lead role as managing director. As is the case with any event, the event director is responsible for anything and everything to do with planning for and executing these regattas. That would

include all local liaison, sponsor matters, entry promotion, social events, and executing all aspects of the event on site.

ELG: How many boats are registered for this year, and is that the limit; can the event grow in the future or is it limited in size and scope?

PC: While there is no firmly established 'entry limit' per se, there is the practical matter of safety on the racecourse. This is one of the reasons Premiere Racing was retained. One of our specialties is race management and I manage racing at regattas around the world. With the way we are running races now there are no issues with having even more entrants. But there is a second issue and that is the very unique 'Spirit of the Bucket'. The directors and sponsors would like to retain that which has made this event what it is in the superyacht world. As such, the feeling is that we should keep entries under 50. For the 2012 edition we will have over 40 yachts, likely closer to 45.

ELG: Can you talk a little about the organization of the race in terms of safety, with all those fabulous boats out there?

PC: There are a number of steps one can take to enhance safety for superyacht racing, particularly with a big fleet. And we are taking all of them! For years the Bucket Regatta, under Hank Halsted's stewardship, set the standard with superyacht-safe racing rules and regulations. Much of this, and more, has been brought into play by the newly formed Superyacht Racing Association, which nearly all superyacht regattas worldwide are abiding by. This includes custom rules approved by the International Governing Body of the sport of sailboat racing. We take additional steps such as dividing the fleet into three classes where they sail slightly different courses, hence different turning marks. Communications between yachts, designated safety officers, and minimum separation of 40 meters are just three of many steps we take to ensure that the St Barth's Bucket is a safe race for these spectacular yachts.

ELG: What are the biggest challenges of the Bucket in Saint Barth from your point of view ... and what makes it such a great race.

PC: The biggest challenge is to refrain from changing anything. It is clearly the most popular superyacht regatta in the world, setting the standard for all others. It is important to maintain that Bucket Spirit and keep it fun for the yacht owners. The challenge with any event of this magnitude is to keep all of the constituents happy – the yacht owners, sponsors, stakeholders and the wonderful people of St Barth. There are a number of factors that have made this the most popular superyacht event. Perhaps the biggest is the fact that it is St Barth. Is there a better sailing venue in the world? Add in the directors' focus on fun for the participants, a Bucket rating rule that has most entrants in the run for trophies, and the fact that the event is professionally run –

and safe – and it is indeed a great race.



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



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THE MOST CHALLENGING...

BY CAP'N FATTY GOODLANDER



Two circum-navigations and still Lagoones at heart

The Gods did not want us to go to Sint Maarten. They sent gales and headwinds and adverse currents—and did everything possible to force us into Barbados with all our other transatlantic friends. But I'm both stubborn and stupid in equal measure. I wanted to return to the Caribbean and end our 26 day passage from the Canaries in the Simpson Bay Lagoon.

Why? In retrospect I'm not sure. But the simplest explanation I can offer: I'm a Lagoonie. The derelict vessels, rum-crazed sailors, and regatta-intoxicated racers of the Sint Maarten Yacht Club are, for better or worse, my watery tribe. I'm not a Euro yachtsmen—I'm a glorified boat bum.

Frankly, I'd rather puke *in* a bucket than go to St. Barts and sail in one.

... call me old-fashioned, but there's something about watching a penniless-but-hopeful boater in a deflatable slowly row out to his dismantled boat with a tree-limb for a paddle ... that makes me feel at home.

Actually, we got off to a great start by watching the American-owned mega yacht that had rudely forced us out of the channel—seemingly by Divine Right of Massive Wealth—smash into the Simpson Bay Bridge and rip its port bow to shreds.

Karma is quick in Sint Maarten.

"I can only hope the federal government pays for the

damages—as surely his vessel is ‘too big to fail’ and thus needs taxpayer support,” I said to my wife Carolyn.

She, too, had a tear in her eye. “Do you think the local Awlgrip boys can make the repair-paint match the helicopter?”

“I can only pray it is possible,” I said. “The thought of having that mega-billionaire have to endure mismatched paint samples over the Christmas holidays is too sad to contemplate.”

As I motored past the St. Maarten Yacht Club gauntlet, I was recognized immediately.

“Hey, Fatty,” slurred one vaguely familiar face, “buy me a beer?”

... another old racing pal shouted out in shock, “... hey, where’s my five bucks, Fat Mon?”

Actually, when I finally did enter the SMYC, Aussie Mark of *Sea Life* actually bought us a round—something that no sailor in the Indian Ocean or Med will ever believe.

Jackson, the former Hinckley skipper who now skips a BandyToe in the Lagoon was at the club too. “Do you remember that wild night at Sapphire Beach with that Canadian chick named ...”

“... my WIFE,” I shouted at him hastily, “I’d like to introduce my WIFE Carolyn to you, Jackson!”

One of the main reasons I was in Sint Maarten was to look up my old buddy Robbie Ferron—who I first met in the 70s while he was desperately flogging outboard motor head gaskets to finance his Heinnie habit. They say he’s enjoyed some success in SXM but, hey, dockside rumors are almost always wrong.

Alas, he wasn’t there—reportedly he was mooching off his father-in-law in Antigua.

The following day was Christmas. South African Renee and Kiwi Lynette of *Bubbles* invited us to dinner—at Shadow’s, the Haitian restaurant. Naturally, we couldn’t afford to partake ... so we just tagged along to watch them drink and eat for 12 hours or so ... while telling them we “couldn’t violate our diet!”

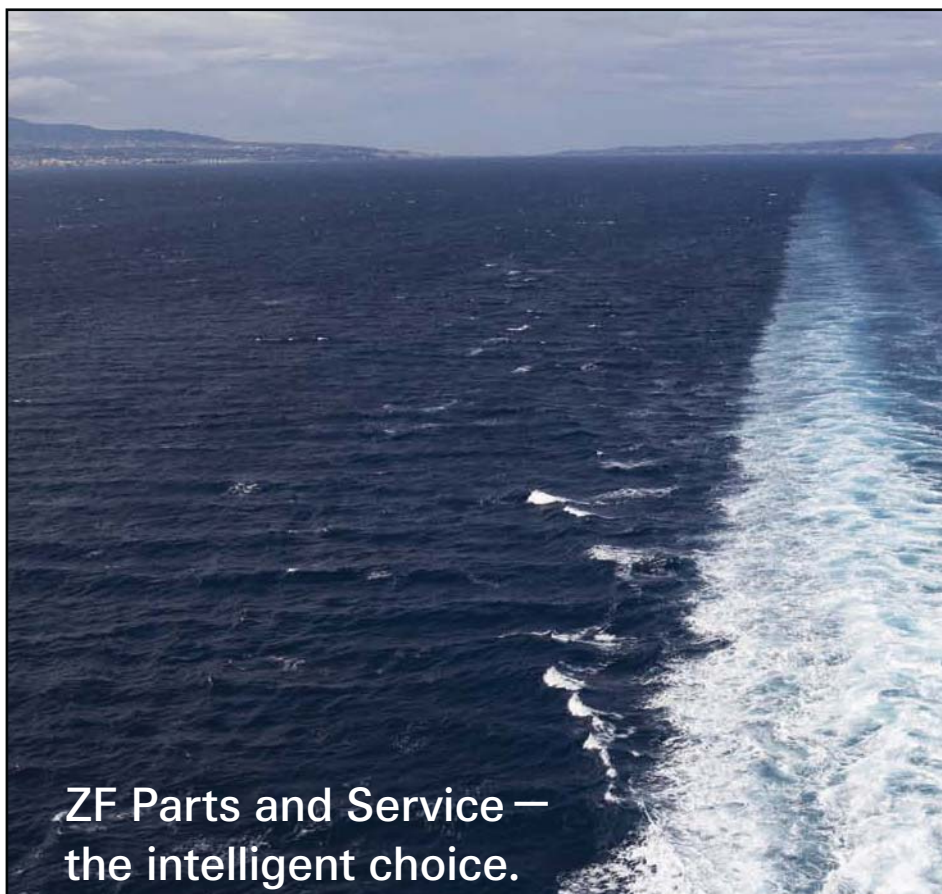
Actually, this was the truth. The ‘poverty diet’ my wife has been on

since she married me is highly effective.

“... did you enjoy your visual meal?” I asked my wife as we headed home with empty bellies and the same dollar bill I arrived with. “Did you enjoy drinking-it-all-in with your eyes?”

“... please, Fatty,” she said, and burst into tears.

Women are so strange. I mean, there’s no telling what is in their minds, eh? One minute, they want to go out with friends; the next moment, they don’t!



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The following day, the impellor on our battered two horsepower outboard gave up and it overheated. Yes, it is a long, hot row from Island Water World to Mount Fortune, aka The Witch's Tit, especially with all the huge inflatables giving you giant wakes and yelling, "Out of the way, slow-pokes!"

I decided to call in some markers, and dialed up Gary Brown at the *All At Sea* office in SXM.

"I need some help," I said.

"... well," he said vaguely, "I'm pretty busy getting the next issue out ... but if you call me back next month ..."

"... wait!" I said, and racked my brain. Finally, it came to me in a flash. "I *really* like your novel *Caribbean High*!"

"... actually," he said brightly as he perked up, "I can buzz over right now in my dinghy!"

Alas, the gods were still messing with us. Gary went down to his trusty Boston Whaler and immediately broke its starter chord.

Finally, they managed to get it started and brought me out a new impeller. Alas, I lost the little (highly acrobatic) C-clip at the end of the drive shaft overboard during reassembly—and doubted anybody had an exact replacement part.

"... quick," I screamed to Jan, "drive me to Budget Marine!"

Budget Marine, I knew, had pretty much everything mechanical under the sun, and, sure enough, I managed to find what I needed in one of those heavy, large grey steel sliding cabinets just to port of the register.

Forty cents. With my 5% discount for living in the Lesser Antilles for more than 30 years, it actually only came to 38 cents. Yippee!

It was a frantic, mad rush, but exactly 40 minutes before the Simpson Bay Bridge was scheduled to open, Carolyn catted our anchor. I was just going to power directly to the bridge as I'd done a hundred times before, but there was a new spiffy channel which went the long way around—and I decided to do the correct thing and follow it. It ended at a bunch of anchored boats—which seemed odd, but, hey, it is SXM, right? So I powered through the boats—and ran hard aground at hull speed on a 'clump of dredging' as they say.

I couldn't believe it. The only reason I hadn't been looking at the chart was because I knew this area so damn well. Or, did. Had. Whatever! But there I was. Hard aground. And I had to make this bridge opening ... had to ... HAD TO in order to rendezvous with the giant raft-up and mega parties which were awaiting us in the Virgin Islands.

There was only one vessel within shouting distance of us—and it contained the slowest talking, slowest-moving human being in this universe, I kid you not! I mean, I've seen more animated dummies at Madame Tussaud's Wax Museum.

... very slowly he leaned over his stern rail and said ... with an amazingly droll firmness ... "you *really* should stay in the channel!"

Now, normally, people who say stuff like that after I've done something extremely stupid (the last time I'd run aground was almost three years and 14,000 miles ago in the Philippines, for gosh stakes!) ... well, they live to regret it. But this guy was the only 'Good Samaritan' around, so I gritted what was left of my teeth into something resembling a smile, and said, "I agree! I *should* stay in the channel. Ha ha! And it's kind of you to point that out. So here's what I'll do if you hop in your dinghy and push my bow off ... as soon as I'm afloat again ... I'll invite you aboard and we can take turns hitting me in the head with a hammer ... a 20 ounce ball peen hammer ... how's that sound?"

"... you're free," he said, and started to disappear down into his double-ender again.

"I am NOT free," I yelled as my engine screamed at full RPM and my boat stood stock-still. "Just a tiny push ... Please. A teensy-weensy one. What's a three minute bow-push to foster universal brotherhood and respect among international yachties for all eternity?"

He came. Reluctantly. And moved slower than ... a glacier!

"... on the port bow," I begged.

He then abruptly put his outboard in neutral and folded his hands as if on strike. "There are *ropes* in the way," he said, and frowned in disapproval.

"... ropes on a sailboat?" I said. "Oh, dear. No wonder you're upset! 'Carolyn,' I shouted. 'Machete all the sheets off *Wild Card*. Burn all the running rigging, if you must ... just clear a spot for the Good Samaritan, okay?'"

We only had minutes to make the bridge. It was already stopping traffic.

... finally all the lines were cleared away. He gave us a little tap with his inflatable and revved it up about four RPM above idle. Wow! *Wild Card*'s bow paid off. I redlined my Perkins M30 to the max, and said calmly and sincerely to him as we slid passed, "Thanks. I greatly appreciate it. I owe you one!"

Then we were flying out through the bridge like a scalded cat. (They must have been having a party behind us because a lot of loud horns blared.) "Thank gosh we left early and you were able to get rid of Gary Brown quickly," my wife said.

"... yeah," I agreed. "I made him leave by accepting his article assignment—to write a story about the *Most Challenging Destination* of our second circumnavigation."

"... at least the research is over," my wife said, her voice still quivering from the stress.



Editor's note: Fatty and Carolyn are back on St. John, and can often be found panhandling on the dinghy dock of Cruz Bay. And despite what Fatty wrote about me, I do like him ... well, sort of.

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SAILING WITH CHARLIE

SMELLY

BY JULIAN PUTLEY

There are many unusual issues that confront a group of people, especially several couples, when they are confined to the relatively small space of an average charter boat. As local personality and entertainer Tony Snell said: "Your oldest best friends can soon become your newest worst enemies." Areas of contention include the sharing of domestic chores, choices of restaurants or party venues, comments about a person's physical attributes (or deficiencies) etc. As a charter skipper Charlie is pretty good at smoothing ruffled feathers, pouring oil on troubled waters and mixing that tropical cocktail with a certain pizzazz, enough to calm any impending stress. Some things, though, are a different kettle of fish – and that appropriately describes the problem of personal hygiene.

One such occasion that Charlie had to deal with recently involved a single gentleman who was manifestly unaware of his own body odor. Now Charlie is no pansy when it comes to being squeamish over unpleasant smells. He has unblocked foul smelling heads, cleaned disgusting bilges, hot-bunked with various and sundry deck apes on long voyages and yacht deliveries, and even reluctantly cleaned up pools of vomit from well-heeled tourists who somehow insist on spewing up over the windward rail. But strong body odor on a charter is not only unpleasant but so easily avoidable.

Charlie left the dock at the charter base with two full tanks of water. At the briefing of yacht systems the man in question was informed that an outside cockpit shower existed and that this was the most effective way to wash. In fact Charlie would bathe this way every morning and seldom used any of the boat's precious fresh water supply – just jump in, go for a swim, come out, soap up, scrub down and then jump in again to rinse off. Charlie would towel off straight away to remove the stickiness of drying salt water.

The unpleasant odor arrived on about day three. Charlie managed to swing the conversation around to 'types of shampoo' and what kind did they use in the northern parts of England (where the culprit was from). That had no effect. The following morning Charlie went for his usual swim and when the smelly gent arrived in the cockpit, coffee in hand, Charlie managed to swing the conversation around to 'types of swimming' and the efficacy of a morning dip. Apparently this still fell on deaf ears. The worst thing was that wherever the man sat it seemed to be upwind of Charlie. Charlie




would move and then Smelly would move – just upwind of him; it was uncanny. On day five, early in the morning, Charlie heaved a sigh of relief; he heard the water pump running for a long time and presumed some relief from the noxious odor would be at hand; he was wrong. Smelly had indeed bathed and then donned the same rancid clothes.

Charlie was almost at a loss. Then he remembered a short story that perhaps would hit home:

'A man disembarked from an international flight to Sweden bereft of his deodorant (thanks to Homeland Security). He went straight to the pharmacy to get a replacement. "Do you have deodorant?" he asked the pretty young shop assistant.

"Yes sir," she replied in that rather lilting Swedish accent. "Would you like ball or aerosol?"

"Well, I was rather hoping you'd have armpit," he replied innocently.'

Charlie said he thought the joke was appreciated but the man's hygiene habits didn't change. Charlie thought that perhaps the Englishman was one of those brought up in post war Britain where baths were normally taken once a week. 

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



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MODEL SHOWN IS A 370 OUTRAGE, NEW IN 2010

Liberty's jury-rigged chainplate
in ARC 2009

YACHT RIGGING PART III: JURY-RIGGING AT SEA

BY ANDY SCHELL

PHOTO: MARIA KARLSSON

In the final installment I look at what to do when the rig fails when you are far at sea and on your own.

Broken Shrouds

In 1999, en route to Tortola from the Chesapeake Bay, a new 50ft Gran Soleil that my father was helping deliver from the Annapolis Boat Show, leapt off a wave and snapped her starboard upper shroud with a calamitous BANG! There were three people on board – my father,



PHOTO: YVES GELINAS

Yves Gelinas repairing Jean du Sud's mast after being dismasted northwest of the Horn and limping to port single-handed under jury-rig

his friend, and the yacht's captain. They immediately slammed the boat onto the opposite tack, taking the strain off the broken rigging and narrowly keeping the mast aloft.

"It was like a piece of spaghetti," my father says, recalling the event.

About 300 nautical miles south of Bermuda, the skipper went aloft with a spare length of rope and lashed together a temporary shroud that allowed them to limp back to the island.

The mast on the Gran Soleil was supported by solid rod rigging, which on commissioning was never properly bent around the upper spreader, ultimately causing excess stress and failure. The captain's quick thinking, clever jury-rig and conservative sailing, saved the day.

Chainplate Failure

During the 2009 Atlantic Rally for Cruisers, the yacht *Liberty* suffered a broken chainplate on the port aft lower shroud. It proved a more difficult jury rig than the Gran Soleil, with potentially more dire consequences. When it happened; the yacht was mid-Atlantic, with still 1,500 miles to sail.

The crew set about enacting a repair. The toerail was considered, but thought to be too weak, and in any case, the shroud was too short to reach it. Instead they took a spare halyard, and rove it as tightly as possible through the foredeck and midships cleats, using the primary to winch it tight. The shroud was affixed to the line and tensioned. The repair worked, and the yacht made a safe landfall in St. Lucia a few weeks later.

An even cleverer solution is to replace the actual chainplate. The same piece of Dyneema (see sidebar) that can be used to lash down a jury shroud, can be used to make a loop, which,

with some thinking, can be affixed to a bulkhead below decks and led through the hole in the deck where the broken chainplate had been, creating a stronger attachment point.

Dismasting

Too often the initial reaction after a dismasting is to cut away the spar as quickly as possible for fear of punching a



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hole in the boat. Evaluate the situation first – that broken spar can be your best hope for a jury-rig, if it is not imminently threatening the hull. Instead, figure out how to get it safely back aboard and save as much of it as possible.

Yves Gelinas, a French single-hander, known for inventing the Cape Horn self-steering system, saved the rig from his Alberg 30 *Jean-du-Sud* after he was capsized and dismasted northwest of Cape Horn. He limped to Chatham Island (near New Zealand) under jury-rig and spent months repairing his mast from the scraps he saved. Later, he carried on round the world. If you do lose the mast, experiment. Stepping a spinnaker pole and setting small sails upside down can get you safely to port.

It's impossible to describe the myriad scenarios involving rig failure at sea. The (hopefully) obvious point of this series is to avoid that kind of failure in the first place. Anything can happen at sea, and usually in the blink of an eye – do not panic. Stay calm, discuss the situation and brainstorm a list of solutions before attempting one. 

Andy Schell worked as a yacht rigger for Southbound Cruising Services in Annapolis, MD, while outfitting his yawl Arcturus for a trans-Atlantic crossing. Contact: father sonsailing.com

ONE SOLUTION FOR RIG FAILURE AT SEA

Today's technology has made it easier for repairing a broken shroud at sea. A length of Dynex Dux (a type of treated SK-75 braided rope), pre-spliced at one end and kept stowed below decks offers a near-permanent solution (my yawl *Arcturus* is rigged completely with the stuff). Attach the upper eye to the mast tang, lead the shroud down and around the spreader tips (careful to prevent chafe with a piece of rubber hose), Brummel-splice the bottom end a foot short of the chainplate, and use regular Dyneema rope to lash it down to a bow shackle affixed to the chainplate like a toggle.



Performing a modified
Brummel splice in Dynex
Dux Sk-75 line

PHOTO: MARIA KARLSSON

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REPAIRING YOUR INFLATABLE

TAKING THE HISS OUT OF YOUR DINGHY

STORY AND PHOTOS BY ROGER MARSHALL

Oops! You've punched a hole in the inflatable. Now you have to repair it. Of course, the easiest way is to take it to a repair shop, but if you are in a rush to use it, you may have to do the job yourself.

To get a neat repair, you'll need to do several things. The first is to remember that inflatables can be ruined with careless work. A friend who used to run an inflatable repair shop once told me of a person who learned that an inflatable can be taken apart by heating the seams with a heat gun. After he'd taken most of the boat apart, he couldn't put it back together and was forced to seek out a professional repair job. When you want a small hole to be mended without the patch showing, opening up a seam and repairing the hole from the inside is a perfect solution. But you must know what you are doing or the job can be botched.

Continued on page 43

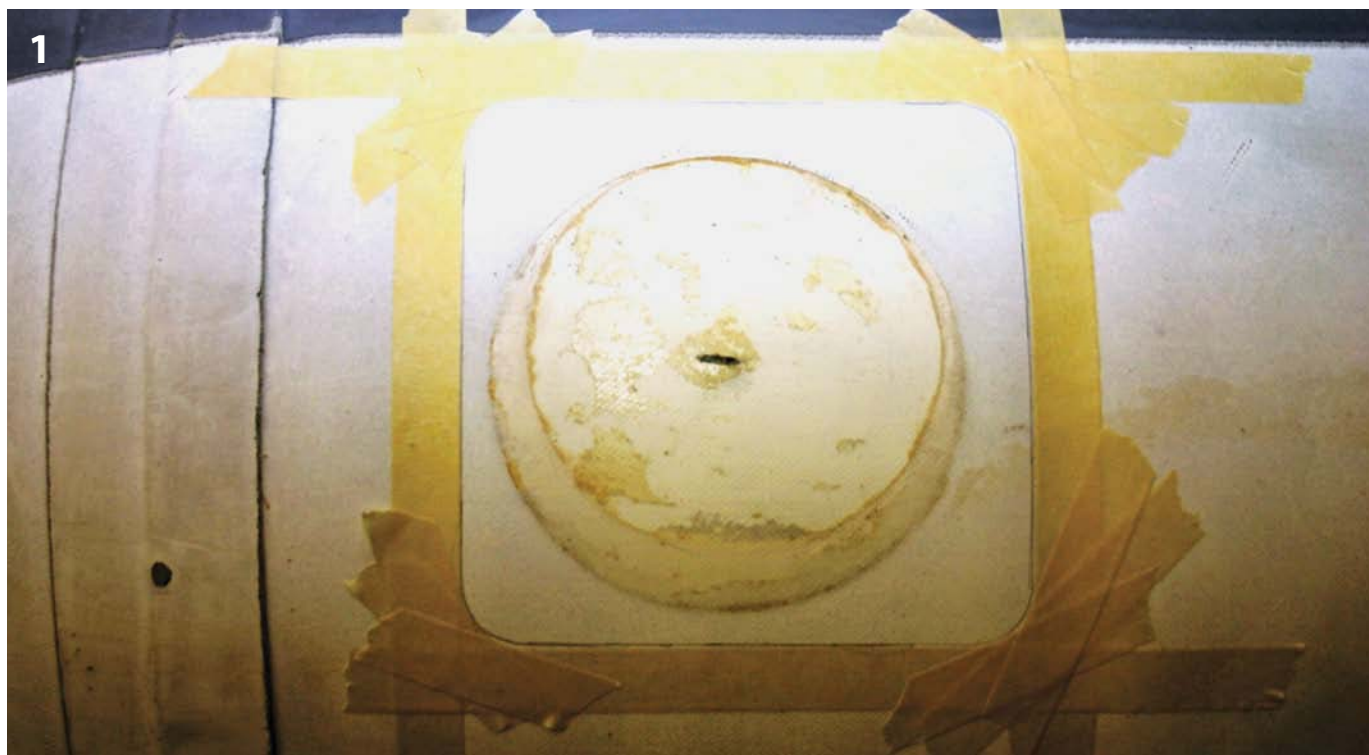


Figure 1: On this hull you can see that the circular area has been repaired twice and neither succeeded. The entire area will need to be cleaned and smoothed before a new patch can be applied. **Figure 2:** Use a Dremel tool with a cone shaped rasp or stone bit to clean the area down to the bare material. **Figure 3:** Mix your adhesive as you need it. Old glue does not adhere as well as freshly mixed adhesive. **Figure 4:** Just before applying adhesive wipe the area again with a solvent to ensure it is totally clean. **Figure 5:** Coat your patches with adhesive and let them sit for a few minutes to allow the first layer of glue to dry. **Figure 6:** Apply adhesive to the cleaned area on the boat using an inexpensive bristle brush with the bristles cut to about 3/8 inch. This allows you to work the glue into the fabric of the hull. Let the glue dry. **Figure 7:** Coat the patches and the hull with a second layer of adhesive. **Figure 8:** Apply the patch to the tube and smooth it down with a spatula. Work from the center toward the edges to remove all the air bubbles. **Figure 9:** Note the arrow on the patch to ensure it was placed in the right orientation. The operator is smoothing to eliminate air bubbles. Note the rounded corners on the patch and the operator wearing latex gloves to prevent contact with solvent and adhesive.






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Continued from page 40

If you simply need to install a patch, the first task is to cut your patch to the right size. Make sure that the patch material is similar to the material of the existing boat and of the right thickness. Also be sure to round the corners of the patch to prevent them from peeling up. Next, mask off the area where the patch will go. Use regular masking tape and carefully set up the rounded corners. You'll also need to remove any oxidized neoprene by lightly sanding the area. You can use sandpaper for this purpose, but professionals use a Dremel tool with a sanding stone. This ensures that the entire area is properly cleaned. Then wipe off the area with a solvent to remove any grease or oil. Wear gloves to keep the solvent off your hands and make sure that you are working in a well ventilated area. Solvent fumes, as well as glue fumes, can be harmful and are highly flammable.

The next job is to mix new glue. Do not use old glue. Old glue tends to lose its effectiveness over time. The glue can be applied with a disposable brush on which the bristles have been cut down so they are about three-eighths of an inch long. This brush allows you to work the glue into the material. Coat both the patch and the sanded and cleaned area with the freshly mixed glue and give the glue about ten minutes to set up. Then coat both surfaces again and press them together, making sure beforehand that the patch is aligned properly. Getting the right alignment can be tricky because both the patch and the hull are coated with glue, and as soon as glue touches glue, it sticks. Finally, use a roller to iron the patch down onto the hull to eliminate any air bubbles. You'll find that the hull needs to be either totally deflated or partially inflated to do this job properly. Do not try it with the hull inflated or the air will bubble out from under the patch.

Clean up entails removing the masking tape and wiping the area with a solvent to remove any resi-

dues. Be sure to carefully dispose of unused glue. It is highly flammable. The job is not difficult if you have the right materials and take your time, and it can save a trip to the shop or better still, make the inflatable ready and save a charter. ☺

Roger Marshall is a yacht designer, author of fifteen books and has repaired a number of family owned boats.

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ST. LUCIA'S SOUFRIERE MARINE MANAGEMENT AREA

CONSERVATION IN ACTION

STORY AND PHOTOS BY DEVI SHARP



Gros Piton from the top of Petit Piton

Looking out from your cockpit into St. Lucia's Soufriere Marine Management Area (SMMA) in the shadow of the Pitons, you might see a lot of activity. Red and white warning flags mark divers below the surface, local fisherman are hauling in fish, swimmers are on the beach and local boatmen are assisting yachts with mooring balls. It is a busy place with many uses.

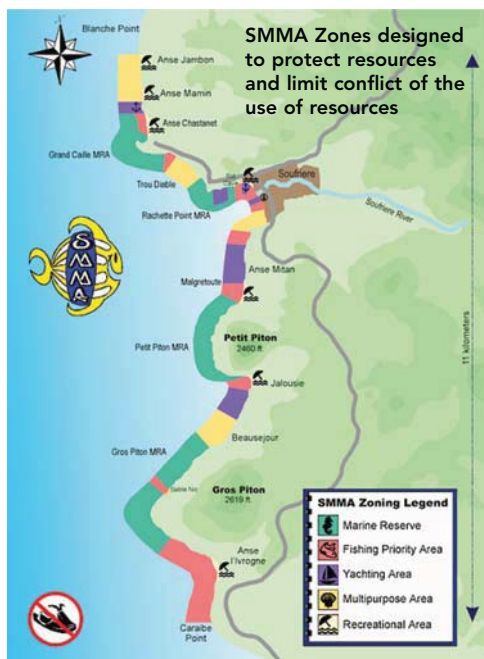
What we cannot see is an ecosystem that twenty years ago was suffering from degradation of coastal water quality resulting from pollution and sedimentation from river and

storm run-off, exploitation of the coral reefs, depletion of near shore fish resources, loss of tourism potential and destruction of reefs by anchoring yachts. There was conflict between divers and pot fishermen and between seine fishermen and yachts anchoring in seine fishing areas.

In 1992 a collaborative process began to protect the natural resources and financial well being of the local fishermen and businesses dependant upon tourism. There were many people involved in the planning and in 1995 the SMMA was launched. The SMMA encompasses 12-ki-

lometers of coastline from Anse Jambon, at the north end, and Anse L'lvrogne in the south. The goal of the SMMA plan is to provide for sustainable use and development of marine resources while providing equitable sharing of the resources to stakeholders. The cornerstone of the 1994 SMMA agreement is the implementation of activity zones. The zones are designed to protect the resources and limit conflict over their use.

A scientific monitoring framework was designed to look for changes in key indicators of ecosystem health and fishing success. Monitoring provides management with



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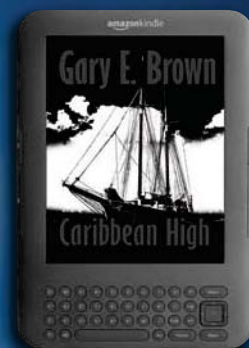
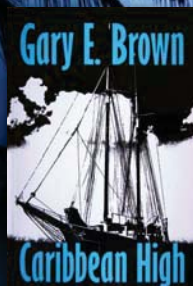


Jet Stream, Leopard 45

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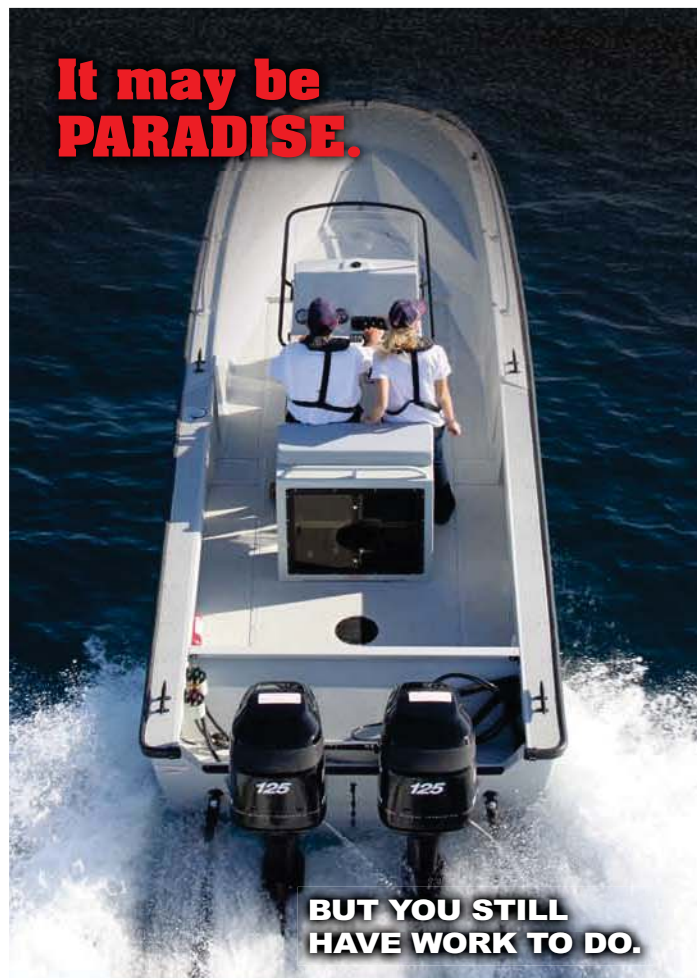
As you approach St. Lucia from the south, two large cone-shaped volcanic plugs rise from the sea

scientific data and feedback on the effectiveness of the plan. Rangers and scientists do the monitoring. Within five years of creation of the management areas the catch of the fishermen within and outside the SMMA increased between 46% and 90%, depending on the type of gear the fishers used. The health of branching coral has also improved. Researchers believe that one of the reasons for the success of the SMMA, in terms of increasing reef fish catches, is the network design with four main areas of no-take reserve interspersed with fishing priority and multiple-use areas.

The plan also highlighted the importance of education of the local community as well as visitors about the details and benefits of the Soufriere Marine Management Area. The fee we pay when we pick up a mooring ball is a Coral Conservation Fee and that fee depends on the size of the boat and the time spent on a mooring. If you pay for the services of a boatman, that only covers his services and not the Coral Conservation Fee, which will be collected by a Park Ranger.

It is easy to look from the outside and see a well thought out plan with a scientific monitoring program and professional Rangers collecting fees at the mooring balls. What we do not see are the years of consultation with different user groups, or the very contentious issues and many concessions made by each group to find a middle ground. Recently a new and similar area has been created from Canaries to Anse La Raye. The Canaries to Anse La Raye Marine Management Area (CAMMA) is modeled after the SMMA and will have the benefit of two decades of lessons learned. The SMMA has demonstrated the marine reserves can work and conservation does pay. 

Devi Sharp is a retired wildlife biologist and is exploring the Caribbean with her husband, Hunter on their sailboat 'Arctic Tern'.



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CARIBBEAN REGATTA PREVIEW PART II

APRIL THROUGH AUGUST

BY CAROL M. BAREUTHER

The Caribbean's regatta season shows no signs of slowing come late spring and summer. You can still find a number of regattas for everything from big boats to dinghies, racers to cruisers, on islands from north to south. The following is a sample of these events. For a full listing, visit: www.allatsea.com/calendar

APRIL

April 2nd – 7th: Les Voiles de St. Barth

Sixty-plus yachts are expected, including classic yachts like the 52-footer, *Dorade*. "We added a TP class and are thrilled to host *Vesper*, *Power Play*, *Mayham* and *Highland Fling VII*," says organizer Annelisa Gee. "These boats boast some of the best crews. We're also excited to see the likes of the new F

class boat, *Firefly*." Racing will be competitive, Gee continues, "with *Rambler 90* trying for a hat trick." Food, music and sport highlight the lay day. www.lesvoilesdesaintbarth.com

April 5th – 9th: Bequia Heineken Easter Regatta

Some 50 to 60 yachts, plus 30 to 35 local double-enders, are expected to compete. "The Bequia Sailing Club is delighted to welcome on board regional banking and investment group First Citizens as a Premier Sponsor of the Bequia Heineken Easter Regatta, and title sponsor of Easter Friday's full day of racing," says organizer Nicola Redway. On Saturday, the J/24s will be competing for the United Insurance three-race Challenge, while Sunday's Single-Handed Race and Monday's final day of yacht races

Lone Fox at the
Antigua Classic
Yacht Regatta

PHOTO: JASON PICKERING





Colorful spinnakers at the Bequia Regatta

are all assigned to regatta title sponsor Heineken. "With varied and challenging courses for no less than five Classes - Racing, Cruising I, Cruising II (liveaboard) and two one-design classes, one for the superfast French 'Surprise' boats and one for the J/24s - there really is something for everyone!" says Redway. www.begos.com/easterregatta

April 5th – 9th: Montego Bay Yacht Club Easter Regatta

This holiday regatta features the Great Yacht Race from Mosquito Cove to Montego Bay on April 5th, followed by the two-to-three race per day Easter Regatta April 7th to 9th, with some races to Round Hill, others to Half Moon and still others in and around the bay. Nearly 10 J/22s will race in a one-design class and an equal number in the cruising class. "This year the Royal Jamaica Yacht Club in Kingston is planning a round island cruise to coincide with the regatta," says organizer Richard Hamilton, who adds, "Montego Bay Yacht Club has a fantastic reputation for friendliness and offers full services to visitors and their boats. www.mobayyachtclub.com

April 19th – 24th: Antigua Classic Yacht Regatta

A record 60 boats are expected with the most exciting and largest entry to date, the new 183ft Andre Hoek-designed

schooner, *Athos*. "Elena of London, a Herreshoff 180ft gaff schooner, is also returning for this year," says chairman Kenny Combs. Races start and finish outside Falmouth Harbour and courses are 20-miles off the south coast. New this year is a questions-and-answers discussion on classic boat design by Halsey Herreshoff and Terry Nathan. www.antiguaclassics.com

April 29th – May 4th: Antigua Sailing Week

The new Yachting World Round Antigua Race will take place April 28th, just prior to Antigua Sailing Week (ASW). "It's open to all boats including classics," says organizer Alison Sly-Adams. "Entrants don't have to take part in ASW; this race is scored separately." Sailing Week racing will take place on the south coast and all boats will return to marinas in English Harbour and Falmouth Harbor rather than at stop-overs such as Jolly Harbour or Dickinson Bay. www.sailingweek.com

MAY

May 11th – 13th: Anguilla Sailing Festival

Winds usually in the 13 to 18 knot range, with challenging shifts rounding offshore keys, make round the buoy racing exciting. Spinnaker, non-spinnaker, open, multihull, Anguilla racing boats and West Indies workboats are welcome. "All monies go to the Anguilla Youth Sailing Club," says

Caribbean Regatta Preview Part II



PHOTO: GARY BROWN/OCEANMEDIA

organizer Steve Donohue. "We have taught the sport of sailing to over 200 youngsters, with half on full scholarship. The school boasts its own clubhouse with over 30 boats including Opti's, 420s, Lasers and Hobie Cats, along with a full time instructor, all made possible through the regatta and donations." www.anguillaregatta.com

May 18th – 21st: Captain Oliver's Regatta

Forty boats in six classes are expected to compete. "We hope to attract local sailors, who don't have a boat of their own, with a one-design Sunsail 44 class," says coordinator, Rikke Speetjens. "We have a package that includes yacht rental and hotel stay." Also new is Optimist racing in cooperation with the Sint Maarten Yacht Club. "The theme is 'La Joie de Vivre' and we aim to provide the ingredients for this at Captain Oliver's Regatta," says Speetjens. www.coyc-sxm.com

May 16th – 20th: Tour de Guadeloupe

Forty yachts will leap-frog their way around Guadeloupe in this unique sailing event with nightly parties. The regatta starts and finishes in Pointe a Pitre, with stops at St. Francois and Les Saintes. "A new leg will be from Marie Galante to Dominica," says organizer Jean Michel Marzio, President of the Triskell organization. www.triskellcup.com/en/guadeloupe-regatta/round-guadeloupe/

May 25th – 27th: Foxy's Wooden Boat Regatta

To swell participation, a Classic Plastic open fleet was added for designs over 30 years old. "This means that folks from the Royal British Virgin Islands Yacht Club, St Thomas and Puerto Rico, who have beautiful old boats can come over and enjoy an unusual race with good company," says organizer, Mike

Kirk. "Two races always make it a good day's sailing, which we try to finish about 4pm in time for the prize giving and party." For information, Email: martin@sailsistership.com

JUNE

June 22nd – 24th: Scotiabank Intl Optimist Regatta

Eight-to-fifteen-year-olds from throughout the Caribbean, U.S. and world are expected to sail in this the largest youth regatta in the Caribbean. A three-day clinic, one-day team race and three-day regatta are highlights. www.styc.net

JULY

July 7th – 8th: Firecracker 500 Race

This West End Yacht Club regatta features one long race from the Jolly Roger in the BVI's Soper's Hole, using the Thatches and Sandy Cay as rounding marks. This is one of four Gosling Cup Series events for 2012-2013. For information, Email: martin@sailsistership.com

AUGUST

August 25th –26th: St. Lucia J/24 Championships

Up to sixteen races are planned for this competitive regatta where teams set sail in one of the St. Lucia Yacht Club's six J/24s. "Like any one-design class, it's ideal as everyone is on equal footing and it does not come down to how large your wallet is but rather how well you and your team sail. With so many races the odd mistake gets evened out over the series," says the club. stluciayachtclub.com

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



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SAILORS IN THE NEWS

JORGE SANTIAGO

BY CAROL M. BAREUTHER



Jorge on the tiller during the 2011 International Rolex Regatta

PHOTO: DEAN BARNES

Once Yacht and Fishing Club's head coach Jorge Santiago dreams of sailing becoming the national sport of Puerto Rico. This isn't just wishful thinking. Santiago, as head coach and sailing instructor at the Ponce Yacht & Fishing Club (PYFC) since 2001, has an excellent record of recruiting kids to the program and turning them into international winners. It's something that has always come naturally to him.

"I was five years old playing at the yacht club when I first saw sailboards," he says. "Fernando Monllor, Sr., let me play on his board while he de-rigged and he soon started to give me rides. That was my first contact with the water and I was hooked."

Santiago's interest received another boost when at age nine his father invited him out on practice sessions with the Ramos brothers, Ronnie and Robbie, aboard the Interna-

tional Rolex Regatta-winning *Campechano*.

"I was just an observer," he says. "I wasn't allowed to talk or touch anything, but it was a lot of fun."

The PYFC has played host to many international competitions. The 1978 Sunfish World Championships and 1979 Pan American Games especially upped the number of Lasers and Sunfish on the island. David Fernandez restored a group of Lasers, made his own sails, and started the first junior sailing program – which Santiago joined. Yet, while he sailed for fun, it was swimming where Santiago was most competitive. Then came the day when his father was to drive him to a swimming competition and the two decided to race the Copa Velasco, what is now the Puerto Rico Heineken International Regatta, instead, on Michael Seriales J/41, *Don Q*. Santiago never returned to swimming, but began to learn about sailboat racing.

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His father bought him a Sunfish and Santiago joined a group of four other teenage sailors.

"We practiced and traveled by ourselves without a coach," he explains. "We first went to the 1997 Sunfish Worlds in Colombia and asked a lot of questions and really started to learn from the others."


Two years later the PYFC hosted the 1999 Sunfish World Championships, where Santiago led at first. A poor score on the last day ultimately saw him finish 31st. Not bad in a fleet of over 100. Santiago's performance caught the eye of Ronnie Ramos.

"Ronnie identified that the PYFC needed a learn-to-sail program and he asked me to head it up," says Santiago.

Today, while Santiago holds an accounting degree from Pontifical Catholic University of Puerto Rico, he trains juniors every Saturday from August to May. In the month of June, he runs the PYFC summer camp to teach sailing fundamentals. He also works with serious junior champions, training them for major competitions. One of these is Fernando Monllor, Jr., winner of the 2011 US National Sunfish Midwinter Championship.

"What I try to do is to inspire confidence in young sailors," says Santiago. "I give them guidelines so that they can develop their own style and know how to make decisions because in sailing the conditions will always change."

Over the last decade, Santiago has kept up with his own competitive sailing, taking a bronze medal in Snipes at the 2006 CAC Games and a silver medal in J/24s at the 2010 Games. He was also the 2011 IC-24 winner in the CORC Series aboard *Team Maximus* with crew Manuel Aviles, Luis Illorens, Michael Serrales, Jr. and Sebastian Luna, and looks forward to sailing both J/24s and IC-24s this spring. He also hopes to do more match racing. To this end, he and his team competed in the Gill Match Race at the BVI Spring Regatta and the Carlos Aguilar Match Race in St. Thomas, and he organized a match racing clinic in July at the PYFC taught by Peter Holmberg. This summer, after coaching his junior sailors at the Optimist World Championships, he plans to compete in the Sunfish North Americans outside of Chicago, where he will also participate in a clinic at the Chicago Match Race Center.

"I want to start more match racing in Ponce and to host a regatta soon where we can invite teams from other islands," says Santiago. "Eventually, I hope to make ours a sailing community with kids going out on the water rather than playing baseball or basketball." 

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



PHOTO: DEAN BARNES

Jorge Santiago (second right) after winning the IC24 CORC Award at the BVI Spring Regatta in 2011

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TALL SHIP *BOUNTY* VISITS CARIBBEAN

NO MUTINY REPORTED

BY CAROL M. BAREUTHER

The film star *Bounty* on a visit to St. Thomas

PHOTO: DEAN BARNES



A replica of one of the most famous sailing ships in history anchored in Charlotte Amalie harbor in December. Fresh from a European tour, the *Bounty* wasn't in search of breadfruit, but instead a few days in dry dock en route to her winter home between Piers 3 and 4 in Old San Juan, Puerto Rico, where she is open for public tours.

Best known for the famous mutiny that took place in 1789 in Tahiti against the infamous Captain Bligh, this replica of *HMS Bounty* was built for the 1962 movie, 'Mutiny on the *Bounty*' starring Marlon Brando.

The 180ft vessel's past and present ownership is an interesting one. Metro-Goldwyn-Mayer (MGM) Studios commissioned the ship to be built in 1960. It was the first ship to ever be built from the hull up for a movie. This construction took place at the Smith & Rhuland Shipyard in Lunenburg,

Nova Scotia. She was christened on the 28th of August 1961.

At the time, *Bounty* cost \$750,000 to construct. Plans from the original *Bounty*, which began her career as the collier *Bethia*, built in 1784 at the Blydes shipyard in Hull, England, were used. However, the present ship was lengthened by 30ft to accommodate the film crews.

"During production of the movie," says Tracie Simonin, director of the HMS *Bounty* Organization, LLC, based in New York, "MGM wanted to burn the ship at the end, as the original *Bounty's* fate. Marlon Brando stepped in and would not allow that to happen. He threatened to walk off the set and they could not finish the film without him."

The *Bounty* subsequently went on a worldwide tour after the movie's release. Years later, when Ted Turner of Turner Productions acquired MGM's library, he found himself the new owner of a ship. He used it in a few movies such as

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PHOTO: DEAN BARNES

the pirate-comedy, 'Yellowbeard', and 'Treasure Island' with Charlton Heston. Once Turner no longer wished to own the ship he donated it to the city of Fall River, Massachusetts, where they used it as a dockside attraction and sail training vessel. When the city could no longer afford to maintain the ship, it was put up for sale.

"This is where we came in," says Simonin. "In 2001, a private business man from Long Island, New York, purchased the *Bounty* from The Fall River Chamber of Commerce. The ship was not in great shape and starting to sink at the dock. The first thing the HMS *Bounty* Organization did was to restore the ship from the waterline down to make it seaworthy again. This was the first phase of the restoration and over a million dollars went into the project. We have since completed two additional phases of restoration to bring the ship back to her original glory. The restorations were spread over a few years."

Since then the ship has been used in the second and third of Disney's *Pirates of the Caribbean* movies, 'Dead Man's Chest' and 'At World's End' starring Johnny Depp; the *Sponge Bob Square Pants* movie; Disney's 'Oceans', and countless documentaries and commercials. In fact, *Bounty* is considered to be one of the most photographed ships today.

This past season brought the *Bounty* to Europe where she visited the UK, Poland, Germany, Sweden and Norway. Upon



Keeping *Bounty* in sailing trim is a full time job

its return, the *Bounty* went into the Subbase Drydock in St. Thomas for minor maintenance and a new coat of paint. By mid-December, the ship was docked in Old San Juan.

"We maintain a crew of 18 to 22 people during a sailing season," says Simonin. "They range in experience from new sailors to seasoned ones. Our Captain has been with the ship for over 15 years. It is a place he considers home!"

Simonin adds, "We pride ourselves on sailing the ship in the way it was intended still using the skills that were taught in 1789. Although we do have modern conveniences onboard, it is our intent to sail the ship as much as possible."

Some of these modern conveniences include a GPS, electricity and modern heads in place of the sextant and candles, and the chamberpots and head rail on the original *Bounty*.

Next up, the *Bounty* will set sail on its 2012 East Coast tour. She'll visit the ports of St. Augustine, Florida, in April; Savannah, Charleston, Wilmington and Greenport in May; Portsmouth and Philadelphia in June and finally Newport, Newburyport and Halifax in July.

For more information, visit: www.tallshipbounty.org

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

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BOAT BUILDING NEWS FROM ST. CROIX

NEW MONGOOSE 25 HITS THE WATER

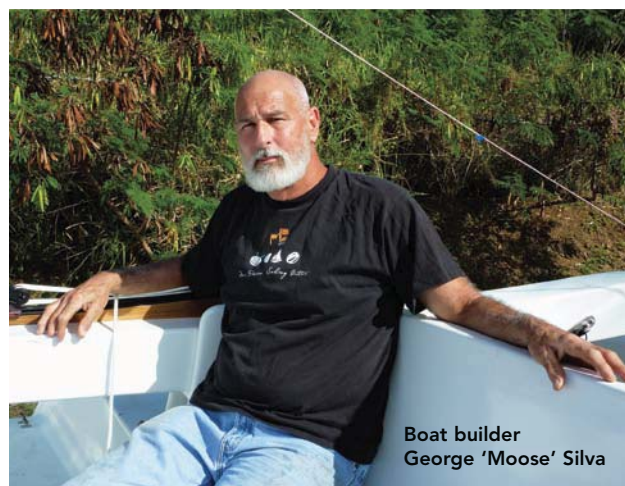
BY CAROL M. BAREUTHER



Mongoose 25

The multihull tradition runs deep on the island of St. Croix. It all started in 1956 when well-known boat builder, Dick Newick, stopped on a beach in Frederiksted to cook some fresh fish en route home to the U.S. from Europe. Newick ended up staying nearly 17 years on St. Croix and in that time designed and built a number of catamarans and trimarans based on ideas originating from his time in the South Pacific. Today, the multihull tradition lives on. Newick is gone, but Gold Coast Yachts continues to build innovative multihulls as do private boat builders, such as George 'Moose' Silva, who splashed his latest boat – a Mongoose 25 – in January.

"The Newicks were family friends," explains Silva. "Dick is the father of the modern multihull. My family moved to St. Croix from Annapolis in 1963 and I watched all of Dick's landmark boats – *Cheers*, the Atlantic proa; and *Three Cheers*, which was designed to race in the OSTAR (Observer Single-Handed Trans-Atlantic Race), and others – built here. That was quite a to-do back then and I fell in love with multihulls."



Boat builder
George 'Moose' Silva

In the 1970s and for many years after, Silva worked for Teddy's Charter Service sailing the 36ft Newick Tricia, *Viti Viti*, twice daily over to Buck Island and back with day charter guests. The *Viti Viti* was the hot boat back then, and as such, it sowed the seeds for new and faster designs in the creative minds of captains such as Silva.

"Back then, to hit 20 knots was the holy grail," Silva says. "Nowadays boats routinely hit 40 knots. Hull and



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sail shapes have come a long way. Today, my hulls are very different. By using lifting bodies that rise with forward motion and force water to flow under the hull instead of around it, reduces drag exponentially. With the use of Computer Aided Design (CAD), buoyancy centers can be designed to shift quickly to self-correct pitch. The result is a very stable, very fast boat."

The impetus for Silva's latest build came when Herb Alderson, who 35 years ago owned one of the early production trimarans that ultimately didn't fare well in Caribbean waters, approached Silva to build him a new daysailer. The deal was sealed over cocktails and Silva began his sketches on a napkin. Thus, the Mongoose 25 was conceived.

"First, I started by sketching and roughing in the key lines and ideas," Silva explains. "I still prefer old fashioned drafting with my curves and a pencil. So I pull out the Mylar and draw a scale picture. Then, I enter those lines in a CAD program and refine them. After that, I print full size patterns and build the molds. I built the arms first in reversible half molds and then the main hull. This boat is foam core, so the sheet foam is cut into strips and bent or heated into the mold then fiber-glassed. Essentially, it's built from the inside out."

The Mongoose 25 is an ocean going daysailer capable of crossing from St. Croix to the BVI. It's easy to sail with a rotating aluminum wing mast. It has a large cockpit. And, it has open wings with trampolines.

"I love a 'back porch', or open stern, for easy access and fun at the beach," says Silva. "This puts the rudder under the boat instead of a transom hung kick up, but makes it more efficient. The boat also disassembles into three major parts joining in the middle. This was done to make it easier to move for shoreside assembly or shipping."

What makes the Mongoose 25 most special is that it's locally designed and built for the waters around the Virgin Islands using modern techniques, directional fabrics and epoxy resin. In this type of rig, some sections of the vessel are under much less stress and this allows for a strong yet light build.

Silva worked with fellow Crucian, Carlo Pedrini, to build the hulls and then finished the rest with the occasional help of a few friends. The trimaran took Silva a year working alone to complete after the hulls were built.

"Sadly, over the years hurricanes have decimated the multihull fleet on St. Croix," says Silva. "There are still a few left such as Llewellyn Westerman's Mongoose 37, some Newicks and the Gold Coast boats. I hope this boat will spark new interests."

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

26 march ~ 1 april



EVENT
Schedule

MONDAY MARCH 26
 Registration (NC) noon - 6PM
 Welcome Party @ Peg Leg's (NC) 6PM - until

Sailing Festival ~ Tuesday - Thursday

TUESDAY MARCH 27
 Bitter End Cup (NC to BEYC) 10AM
 Award's Ceremony (BEYC) 6PM

Gill BVI Match Racing ~ Wednesday & Thursday
Watch the Action from the Beach at Nanny Cay!

WEDNESDAY MARCH 28
 Nation's Cup Race/Layday (BEYC) All Day
 Gill BVI Match Racing (NC) All Day

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Apparel & Bar Tickets For Sale (NC)	2PM - 11PM
Bar Opens (NC)	2PM
Food & Souvenir Vendors	3PM
Live Music Nightly!	see below

THURSDAY MARCH 29
 Nanny Cay Cup (BEYC - NC) 10AM
 Gill BVI Match Racing (NC) All Day
 Registration (NC) noon - 6PM
 Annual Mount Gay Welcome Party (NC) 5:30 - 7PM
 Nanny Cay Cup Awards Ceremony (NC) 6PM
 Hudson and the Hoo Doo Cats (NC) 8PM-until

BVI SPRING REGATTA ~ Friday - Sunday

FRIDAY MARCH 30
 Racing Day 1 (NC) 10AM
 Music by Eric Stone (NC) 4PM - 7PM
 Music by Xtreme Band (NC) 8PM until

SATURDAY MARCH 31
 Racing Day 2 (NC) 10AM
 Swimwear Fashion Show (NC) 5:30PM
 Music by Quito & The Edge (NC) 8PM-until

THE FINALE ~ Sunday

SUNDAY APRIL 1
 Racing Day 3 (NC) 10AM
 Awards Ceremony (NC) 5:30PM
 Post Awards Party (NC) 8PM-until
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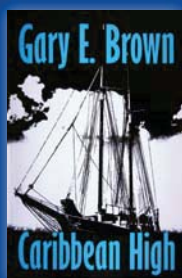
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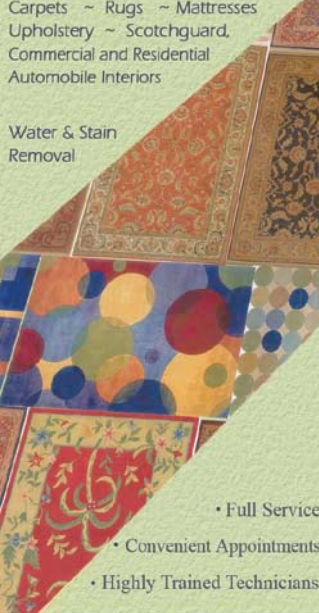
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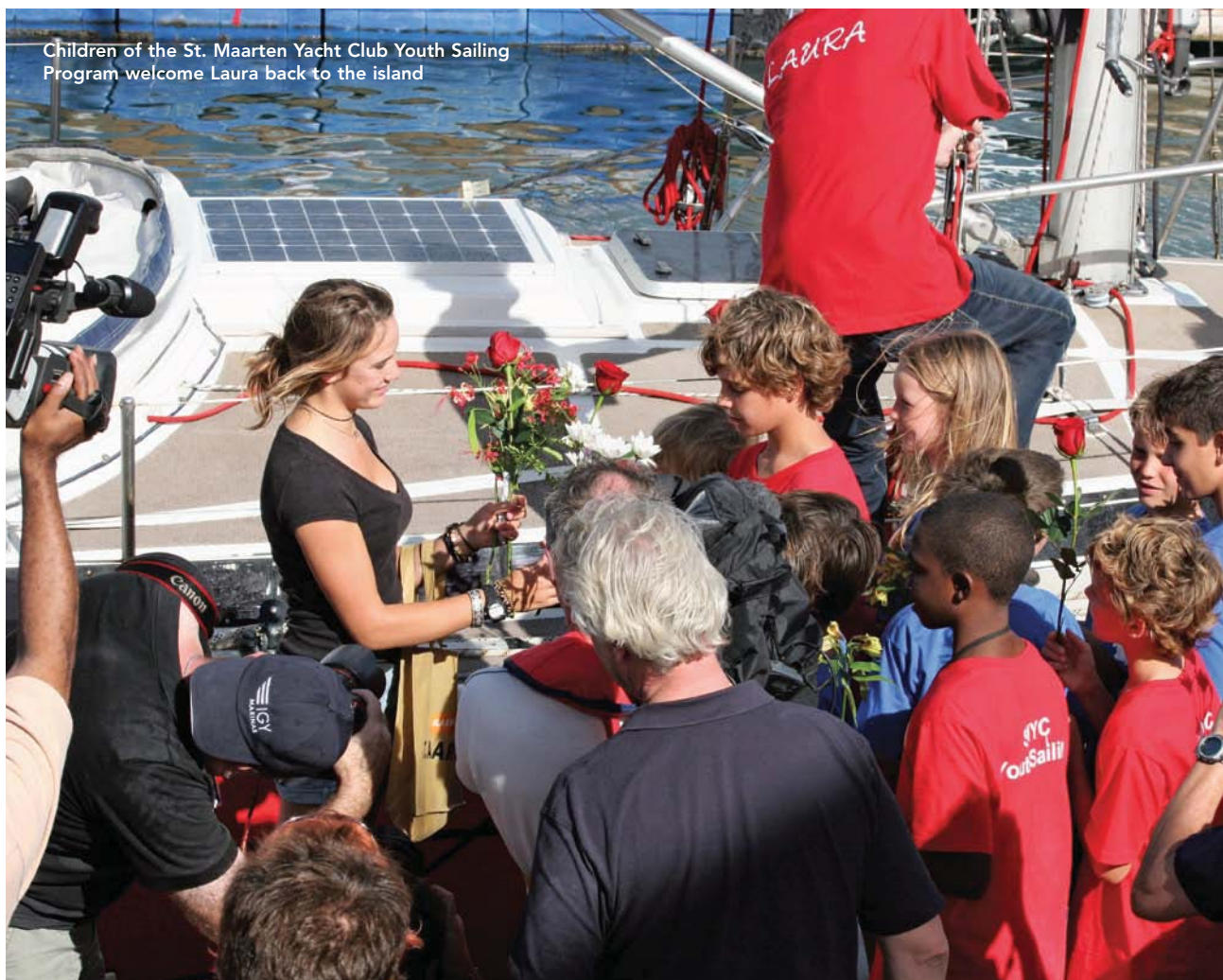
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Children of the St. Maarten Yacht Club Youth Sailing Program welcome Laura back to the island

PHOTO: GARY BROWN/OCEANMEDIA



LAURA DEKKER SAILS INTO HISTORY

DUTCH TEEN BECOMES YOUNGEST SOLO CIRCUMNAVIGATOR

BY GARY E. BROWN

They said she would never do it but it would have taken more than an obstructive government and the power of the great oceans to stop 16-year-old Laura Dekker from becoming the youngest person to sail single-handed around the world.

Dekker tied the knot on her circumnavigation on March 21st when she steered her 38ft Gin Fizz ketch *Guppy* into the Simpson Bay Lagoon to a tumultuous welcome from crowds lining the dock at the St. Maarten Yacht Club (SMYC). Earlier, Dekker was met at sea by a flotilla of

boats carrying island dignitaries and reporters from the international press.

The jubilant teen expertly steered her yacht to the dock at the SMYC and, to the sounds of numerous horns and sirens echoing around the lagoon, stepped ashore into the arms of her family.

Any successful record-breaking voyage is marked by celebration and it was nice to see the SMYC going out of their way to maintain the tradition. This was a special day for a special sailor. It would have been unforgivable had Dekker



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not received the welcome she deserved in the port from which she set sail 366 days earlier.

Also present on the dock were youngsters from the SMYC Youth Sailing Program who presented the circumnavigator with flowers and a yacht club burgee.

In an interview with All At Sea before setting out on her trip, Dekker said: "When I started this voyage, I never thought about any media. The fuss, I didn't want it. I didn't do it because I wanted to be in the media. I did it because I like to sail and love the sea."

Having interviewed Dekker on her return, she stands by what she said, however, she is now more mature and realizes that, like it or not, her achievement has changed her life forever.

You could say that Dekker's amazing voyage began when she was born aboard her parents' yacht while it was anchored in New Zealand, during their circumnavigation 16 years ago.

Voyaging is in her blood.



Laura aboard her 38ft Gin Fizz ketch *Guppy*;
inset: The 16-year old record-breaking sailor returns to
the Simpson Bay Lagoon after a voyage of 366 days

PHOTO: GARY BROWN/OCEANMEDIA

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Image by Lucy Tulloch

At a brief press conference held on the SMYC dock, Dekker answered questions honestly and with little hesitation. However, she is still uncomfortable talking about her problems with the authorities in Holland, who tried to prevent her voyage from taking place. Poor reporting two years ago did nothing to help her cause and her mistrust of the press is justified.

Dekker was welcomed to St. Maarten by Education and Sports Minister Rhoda Arrindell. During a lengthy speech, Arrindell said: "Today I am compelled to ask when will we, as adults, refrain from projecting our own fears on our youth, and thus stop contaminating their brave minds with cowardice?"

Strong words from a minister in a world more concerned about what is politically correct than common sense.

The teen's voyage was indeed a brave venture. Shortly after *All At Sea* posted photos of Laura's return on their Facebook page, they received 92 likes and 23 comments, of which only three were negative.

"I enjoyed it a lot. I'm really happy that I did it," Dekker told reporters. "Of course there were moments where I was like 'what the hell am I doing out here?' but I never wanted to stop. It's a dream and I wanted to do it."

During her circumnavigation, she claims she never once hove-to or lay a-hull during bad weather. This is a testament to the boat, which she holds in deep affection, and to her seamanship.

Her landfall on the southern tip of Africa was particularly challenging. When land hove into view, the wind was gusting over 50-knots and she had the boat reefed right down. She said "getting into port was a relief." She told this story in a matter-of-fact way that left me wondering how much it would have taken to ruffle this girl, on what was a near perfect circumnavigation.

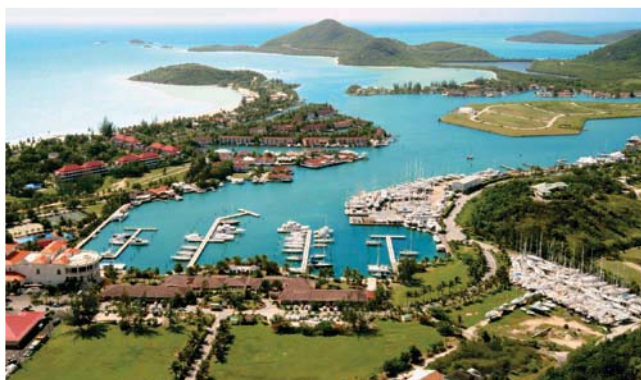
There were some problems with the boat and things did break. Her sails ripped and at one point she spent hours hanging over the stern while making repairs to the self-steering.

Asked if she would like to take up a career in yacht racing, she said she wasn't interested and that all she wants to do is cruise. The theme of being at one with the sea is something she returns to time and again.

In the February 2011 edition of *All At Sea*, I wrote: "I recognize in Dekker a deep love of and respect for the sea and that is why she will succeed."

This remarkable girl did nothing to change my mind. ☺

Gary E. Brown is the Editorial Director of *All At Sea*. He is a presenter on Island 92, 91.9 FM, St. Maarten, and the author of the thriller/sailing adventure *Caribbean High*. For more information visit: garyebrown.net



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TRANSAT B TO B

VICTORY FOR FRANÇOIS GABART

BY ELLEN LAMPERT-GRÉAUX

French sailor and race winner François Gabart and MACIF lead the fleet of Open 60s away from Saint Barthélemy at the start of the Transat B to B

PHOTO: B STICHELBAUT, TRANSAT B TO B



At 28 years old, French sailor François Gabart has proven he's got what it takes. When the Transat B to B (Back to Brittany) set sail from Gustavia in Saint Barthélemy on December 5th 2011, Gabart was attempting his first solo transatlantic race on an IMOCA 60, sponsored by French insurance company MACIF. He was also the youngest of the eight skippers in the race, so you can imagine his surprise when he took top honors, crossing the finish line first on December 15, at 12:11am.

"I am a happy man," confirmed Gabart after his win. "It's great to have won a race on the IMOCA circuit so quickly. This victory is even sweeter as I wasn't sure I could leave with the others as I had to work double time to make repairs to the boat before setting sail."

The eight skippers brought their boats to St Barth after completing the 2011 two-handed Transat Jacques Vabre, a race from Le Havre in France to Puerto Limon in Costa Rica. That race started on November 2nd, as the October 31st start was delayed due to bad weather. Interestingly the Transat B to B, which was meant to finish in the port of Lorient, France, was cut short due to storms in the Bay of Biscay. The organizers drew a more southerly route to keep the skippers in safe conditions, with a virtual finish line off the coast of Spain.

Second place went to Armel Le Cléac'h, skipper of *Banque Populaire*, with Vincent Riou, on *PRB* (sponsored

by the Carl Gustaf hotel in Saint Barth), in third: all three of these top racers now qualify for the 2012 Vendée Globe. Behind them, Mike Golding (*Gamesa*) and Alex Thomson (*Hugo Boss*) eventually tied for fourth place. Thompson requested that the jury revise his ranking as he was at the far north of the fleet when the new itinerary took them 300 miles off the coast of Vigo, Spain. After deliberating, the jury voted in Thompson's favor, placing him in a tie with Golding.

Marc Guillemot's *Safran*, Jean-Pierre Dick (winner of the Jacques Vabre), sailing *Virbac-Paprec 3*, and Louis Burton aboard *Bureau Vallée*, completed the rankings.

Lined up on the main docks in Gustavia, the eight high-tech IMOCA 60s were the first racing boats to set sail from St Barth in the 2011-2012 season, which also includes the New Year's Eve Regatta, The St Barth Bucket, Les Voiles de St Barth, The West Indies Regatta, and the Transat Ag2r.

For additional information, visit: www.transatbtob-imoca.org.



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

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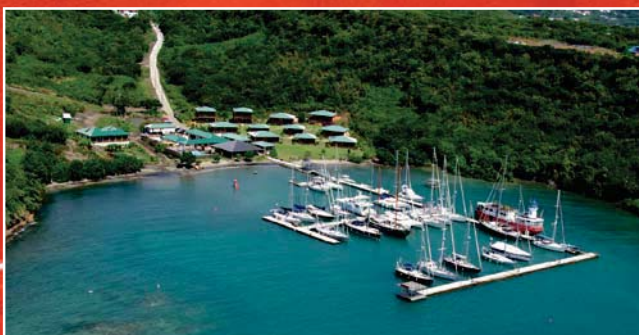


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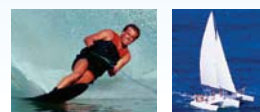


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ST. BARTH'S NEW YEAR'S EVE REGATTA

CATAMARAN *PHAEDO* CLOCKS FASTEST TIME

BY ELLEN LAMPERT-GRÉAUX

PHOTO: ROSEMOND GRÉAUX



The winning crew from The Gunboat 66 Phaedo, a speedy catamaran and winner of the 2011 St Barth New Year's Eve Regatta

Mixed skies of sun and clouds greeted the sailors in the 17th annual New Year's Eve Regatta in Saint Barthélemy. Thirteen boats took part in this December 31 around-the-island parade, of which ten crossed the finish line. While the fleet was smaller than in past years, there were many outstanding boats, such as *Lone Fox*, Ira Epstein's 65ft classic ketch; *Symmetry*, Abbott Brown's 96ft Frers sloop; and the 138ft J-Boat *Endeavor II* replica, *Hanuman*. But the winner was *Phaedo*, Lloyd Thornburg's Gunboat 66, a jaunty, high-powered, orange catamaran, and the only multi-hull in the race.

With winds averaging 20 knots and occasional rain showers, the boats headed around the island in a counter-clockwise direction, passing Gouverneur, Saline, and the point of Toiny, then along the northern coast to Flamands, around the outlying island of Forchue and back into the port of Gustavia. This itinerary was perfect for Thornburg and *Phaedo*, a boat whose pedigree includes the 2011 Transatlantic Race from Newport, Rhode Island, to the coast of England, alongside such competitors as *Maltese Falcon*. Thornburg's boat is based in Saint Barth in the winter, and the 2011 New Year's Eve Regatta marked his second participation in the race, clocking in at 2 hours, 6 minutes, and 13 seconds.

Hanuman had the second fastest time, with *Symmetry* coming in third.

"We love Saint Barth," said *Symmetry*'s owner Abbott Brown, "it's the best place to sail." Although he has participated six times in the Saint Barth Bucket, this was the first time *Symmetry* had sailed in the New Year's Eve event.


"It was fantastic, we had a blast," notes *Symmetry*'s Australian Captain Ross Kleiman. "Sixteen to 17 knots of wind are ideal for us, but you can never have too much. We've wanted to do this race for a long time, and it was perfect. We passed everybody along the way, and we'll definitely be back for the Bucket in March."

The remainder of the fleet was comprised of smaller local boats, as this race is open to everyone, race organizer Marc Del Giudice explained.

Although fast, *Phaedo* failed to break the record for the fastest time around the island, which stands at 1 hour, 32 minutes, and 7 seconds set by the 147ft *Visione* in 2004. 🌊

Ellen Lampert-Gréaux lives in Saint Barthélemy where she is editor-in-chief of Harbour Magazine, and has been a regular contributor to All At Sea since 2000. She writes regularly about entertainment design and technology for Live Design magazine, and about Caribbean architecture for MACO, a Trinidad-based lifestyle magazine.

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DROP ANCHOR

A NEW DESTINATION FOR SUPERYACHTS IN DOMINICA

BY ANDY SCHELL

PHOTO: MARIA KARLSSON



The Roseau Market is a long walk or a short taxi ride to the north

After years of planning, a family from West Texas has completed a new docking facility in Dominica. The 'Drop Anchor' is comprised of buildings modeled in the local style, a sea-level bar and an unassuming restaurant overlooking the Caribbean Sea. Perhaps most important of all is a hurricane-proof dock that extends hundreds of feet from the shore.

Built by the Richards family, the dock was the last part of the complex to be completed. Reinforced piles support the main concrete structure with wooden planks providing a walkway down the center. Yachts up to 150ft in length can Med-moor to the end of the pier in about 100ft of water. Smaller yachts can tie alongside the pier in about 12ft.

Recently, the sail-training ship *Argo* – a 112ft staysail schooner – anchored off the pier after completing a trans-Atlantic passage. 'Drop Anchor' was their first stop, as they knew Ashley Richards, one of the Richards' daughters, would arrange island tours for the students, provide provisioning from the local market in town and allow them to fill up with freshwater and take hot showers. The Roseau Market, the best in the Caribbean, is a long walk or a short taxi ride to the north.

'Drop Anchor' also serves as a Dominican base for Broadreach yachts (gobroadreach.com) passing through on their own sail-training and community service projects. Daughter

Shanon Richards worked for years as a dive instructor for Broadreach, which runs adventure travel, cultural immersion and sail-training programs for teenagers and college students around the world.

Ashley Richards recently exhibited at the Antigua Charter Yacht Show and hopes to attract more yachts, large and small, to their little piece of paradise. There are moorings in the vicinity maintained by the neighboring locals, and cruisers can use the dock for their dinghies free of charge.

Christopher Columbus famously described Dominica to the King of Spain by crumpling up a piece of velvet and tossing it on the table. With 5,000 mountain peaks, over 365 rivers, active volcanoes, friendly locals and some of the most well-preserved, authentic Caribbean culture, Dominica is as enticing today as it was upon Columbus' landfall 500 years ago. The Richards hope their new facility will encourage more yachts to stop at the island and explore its natural wonders for themselves.

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

MOUNT GAY RUM ROUND BARBADOS RACE

SIX RECORDS SET

BY CAROL M. BAREUTHER

Records fell like sea spray on a blustery day and new lines in the sand were drawn during the second annual revival of the 76th Anniversary Mount Gay Rum Round Barbados Race. Six records were set by one UK and five local skippers, who each won their weight in Extra Old Mount Gay Rum, when the Barbados Cruising Club hosted this one-day race January 21st.

"The race attracted 28 entries from around the world with one yacht arriving the day before the event, having sailed from Italy directly to Barbados," says organizer, Alene Krimholtz. "That effort was rewarded in Mount Gay Rum."

This yacht was the 78-foot Reichel Pugh Maxi, *Idea*, skippered by the UK's Tony McBride. McBride raced last year and finished fourth in his class. He vowed to return on a bigger yacht to break the Absolute Monohull Record, and he did with a time of 5h 3m 34s, some seventeen minutes faster than the previous record set by Ron Joyce on *Destination Fox Harb'r*.

Barbadian sailor Peter Hoad set the single-handed record of 9h 49m 58s on his J/24, *Jabulani*. Hoad recaps his one lap around this 166-square-mile island: "It was very windy. After the start I pulled ahead of all the boats that started at 7am and this was a confidence boost. North Point was rough with messy waves from every direction. I got swamped about ten times. The east coast was easy with the waves now on my beam but still big. From Ragged Point to the finish was a downwind ride. The boat felt sluggish; checking below I found that the speedo had been leaking. This caused me to stop every half hour to bail. I changed and polled out the 150 head sail. From then on it was a fast ride to the finish with top speed of 14.8 knots."

"Perfect conditions out on the water saw the 'round Barbados records tumble," says Krimholtz.

The trading Brigantine *Tres Hombres* was the last boat to finish, safely returning a group of children from the Barbados 'Kids At Sea' youth sailing program back to Carlisle Bay shortly before 10pm.



PHOTO: BIM MEDIA GROUP - BIM.BB

This race dates back to the 19th century when bragging rights were up for grabs and the captain's weight in gold for the fastest 'Trading Schooner'.

This is the first time they have set up a regatta village in the inner basin of the Careenage in Bridgetown, and it worked well for this event. This same location will play host to the Classic Transat 2012 in December. Forty-five yachts are expected to arrive for this world-class event.

For information, visit: www.mountgayrumroundbarbadosrace.com and www.transatclassique.com

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

AROUND BARBADOS RECORDS

THIRTY-FIVE-FOOT AND UNDER: Paul Johnson, Beneteau First 10M, *Bruggadung*, 6h 52m 27s

DOUBLE-HANDED: David Staples, Dubois 40, *Immigrant*, 8h 19m 25s

SIXTY-FOOT AND UNDER: Ralph Johnson, Beneteau 53, *Rapajam*, 6h 16m 27s

MULTIHULL: Bryn Palmer, Roberts 30, *Silver Bullet*, 4h 24m 27s

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

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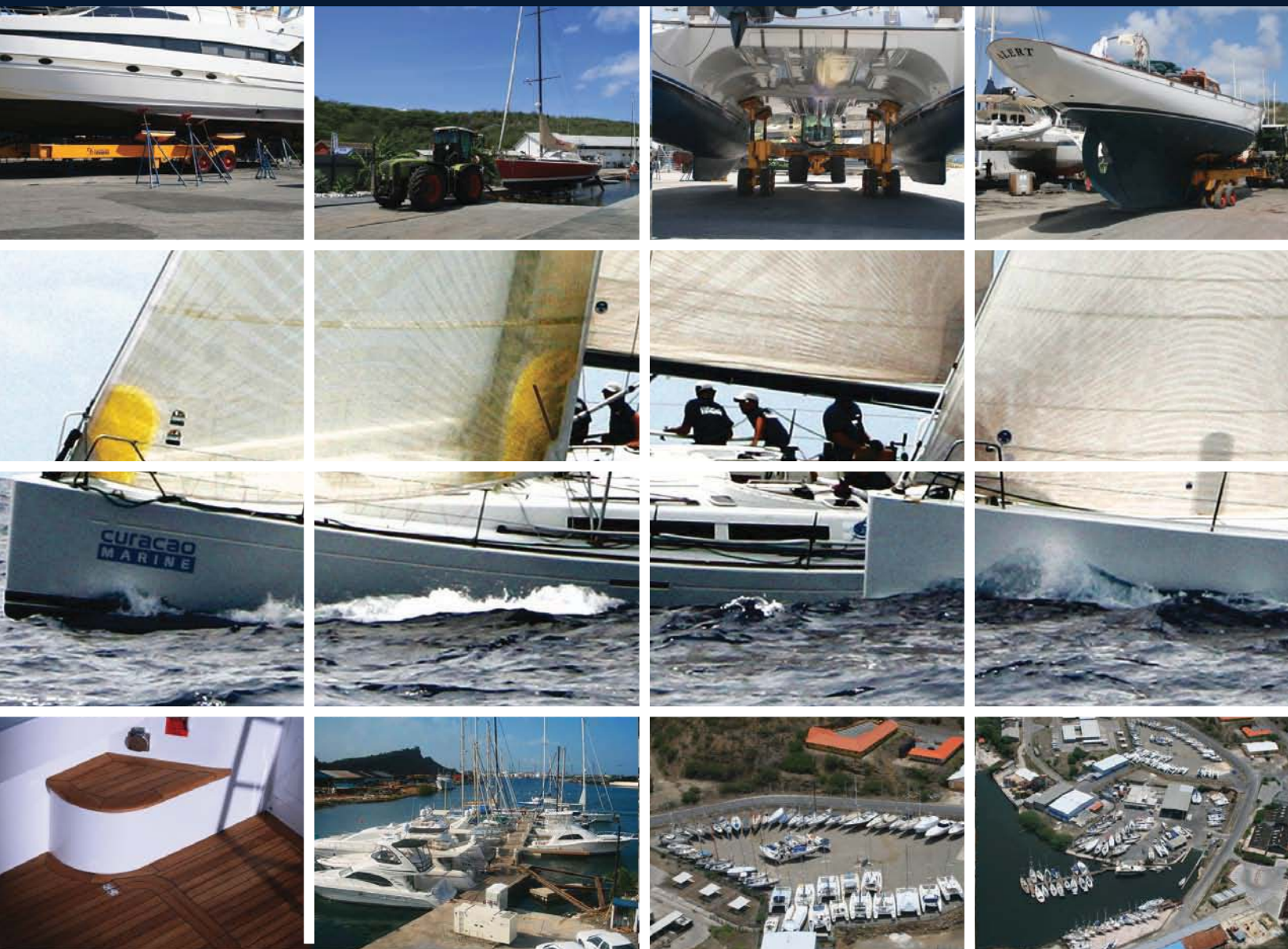
CARIBBEAN BOATYARDS

ALL AT SEA'S CARIBBEAN BOATYARD GUIDE

		Latitude	Longitude	Phone Number	Maximum Draught	Maximum Length	Maximum Beam	Maximum Air Draft	Power Supply	Arrival Hours	Lift 1 Type / Capacity (Tons)	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facilities
Jolly Harbour, Antigua	Jolly Harbour Marina / Boat Yard	17 04 46.4 N	61 54 37.0 W	(268) 462-6041	10'	250'	no limit	no limit	110/220	8am-5pm	70	•	•	•	•	•	•	•
Aruba	Varadero Caribe	12 32 N	70 02 W	297-588-3850	7'	85'	23'	no limit	120/240	8am-4pm	60	•	•	•	•	•	•	•
Tortola, BVI	Nanny Cay Hotel & Marina	18 25 0 N	64 37 0 W	(284) 494-2512	11'	160'	45'	no limit	110v 30amp/ 220v 50amp/ 3 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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Please contact the listing agent for more information on each property.



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2 Beacon Hill, St. Maarten. One of the very few luxury beach front homes. Beautiful out door living on the beach. 3 bedrooms with a 1 bedroom apartment, the apartment has a private entrance with a private terrace, the home is located in Beacon Hill on the point with private security. The Property will make a perfect family home, vacation rental villa or 7 room bed and breakfast. A rare property in a very desirable location with minutes to Maho and Mullet Bay. Dutch St. Maarten Price: \$1,495,000.00

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3 Daniel Bay, Antigua. Daniel Bay is situated within Willoughby Bay, on the south east of the island. Set across 3.5 acres of prime, beachfront land, Daniel Bay delivers breathtaking, uninterrupted views of crystal blue & turquoise waters. Villa Liene features 8,500 sq ft of luxurious living space set on a 1.2 acre lot, offers the discerning owner 6 Bedrooms and 7 Baths, a large infinity pool and direct beach access. Furnished and with fine appointments. Common dock for yachting enthusiasts. Price: US\$5,250,000

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4 Buccament Bay Resort, Barbados. One of CNN's top five places to visit in 2012, St Vincent and the Grenadines. 'Be quick...before the rest of the world finds this Paradise too.' Pat Cash Tennis Villa at Buccament Bay Resort. This beachfront 5 star resort has celebrity involvement from Pat Cash, the Wimbledon Tennis Champion. The Pat Cash Tennis Villa will be rented out for 11 months each year and owners have 30 days usage. The resort is a star attraction in 'Fodor's 2012 Caribbean.' Marina, Diving School, Liverpool FC Soccer Academy, Water Sports, ESPA Spa. The Villa costs \$504,000, (completion 2013) purchasers pay 30% deposit \$151,200.

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5 Bequia Island, The Grenadines. Steps from the sand, this two bedroom, sea side Caribbean home (Friendship House) has, quite simply, magnificent views. The house has a wonderful private atmosphere. Walk 3 minutes to the swimming beach, 10 minutes to restaurants, 20 minutes to the quaint market town. Two acres reach down to the beachside road. The property also quite impregnable and has plenty of space for expansion. This suits discerning owners wishing to avoid a high density environment, with an emphasis on build quality, a safe community, beautiful panoramic ocean vistas. Price US\$1.825m

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2008 50' CATANA
\$979,000



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\$350,000



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\$320,000



2000 47' CATANA
€340,000



2002 47' CATANA
\$575,000



2006 46' DOLPHIN
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2002 FP BAHIA
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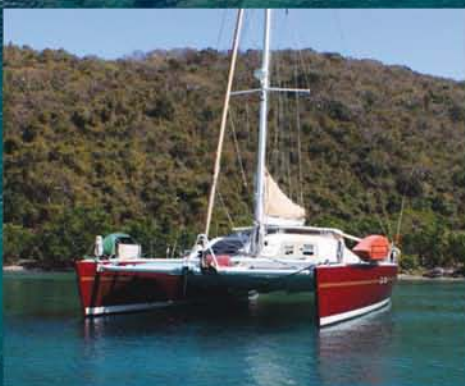
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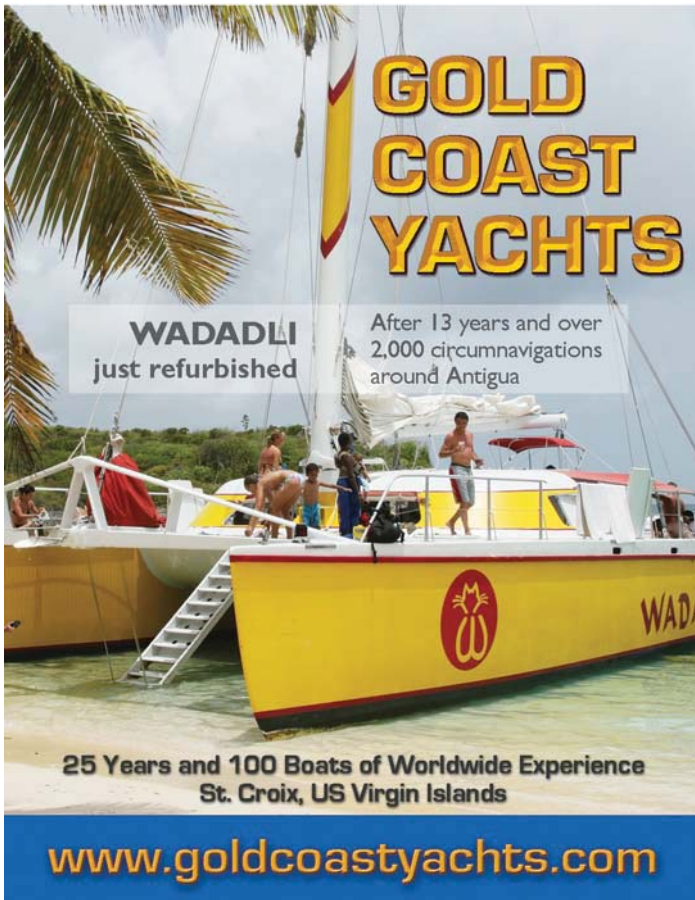


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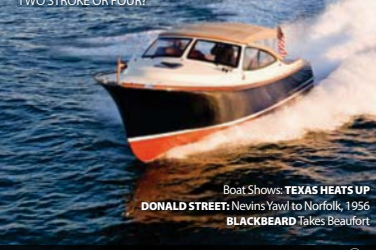
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Powerboats

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Continued on page 94

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34 Mainship Pilot Hardtop, 2004
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full cabin & galley, perfect weekender,
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SAIL

72	1990	Custom Aluminum Cutter - 5 cabins, perfect for charter	\$699,000
55	1984	Baltic - High performance cruiser, semi-custom interior, offers	\$299,000
52	1989	Tayana - Aft cockpit, two stateroom high quality passage maker	\$199,000
48	1970	Hughes - Classic S&S yawl, solid FRP hull, requires refitting	\$41,000
44	1967	Luder's - Classic Naval yawl, perfect for daysail charter	\$75,000
42	2001	Cabo Rico - Fully equipped cutter ready to sail away	\$295,000
42	1981	Tayana - Center Cockpit, 2 cabin, 2 head, recent Yanmar	\$90,000
42	1989	Endeavour - Center cockpit, two cabin, two head, genset, a/c	\$119,000
40	1998	Beneteau - Center Cockpit, furling mainsail, super clean	\$108,000
40	1994	Beneteau 405 - New engine 06, new rigging 08, new sails 09-10	\$75,000
38	1978	Van de Stadt - Steel passage maker, new sails, 05 engine & more	\$69,000
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32	1996	Catalina 320 - New sails and Profurl 2008, huge cockpit, offers	\$49,000
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POWER

46	2000	Jefferson Marlago - 3 cabin, twin Cats, priced for immediate sell	\$115,000
42	2004	Sea Ray 420 - Twin Yanmars, genset, professionally maintained	\$230,000
42	1984	Thomas Passenger Vessel - COI for 20 pax, 500 hp. Yanmar	\$175,000
40	1999	Tiara Hardtop - Twin cats, 2 cabin, fully equipped, dinghy	\$185,000
38	1967	Camcraft - Aluminum crew boat, completely refit in 2002	\$50,000
34	2002	Mainship Pilot - Single Yanmar, bow thruster, super clean	\$110,000
30	2000	Mainship Pilot - Single Yanmar, full cabin w/galley & head	\$79,000
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MONOHULLS

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30'	1984	Carter 30	reduced to US\$25,000
32'	1978	Rival MDC	US\$35,000
32'	1996	Silverton (priced for quick sale)	US\$42,000
34'	1978	Steel Sloop (ROB)	US\$30,000
36'	1977	Roberts Home Built (located in Barbados)	US\$40,000
37'	1979	CSY	US\$65,000
37'	1979	Fisher 37	UK Sterling 50,000
37'	2006	Hallberg Rassy	US\$359,000
37.6'	1987	Topaz	US\$85,000
38'	1997	Beneteau	US\$100,000
38'	2005	Van de Staadt Seal	US\$70,000
39'	1968	Cheoy Lee Off Shore 40	reduced to US\$70,000
40'	1981	Divorne Steel	US\$50,000
42'	1979	Pearson	US\$88,500
42'	1983	Panoceanic	US\$89,000
42'	1986	Endeavour	US\$98,000
43'	1985	Gitana	US\$115,000
44'	1990	Jeanneau Sun Magic	US\$85,000

45'	1994	Vickers 45	US\$40,000
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
55'	1998	Zerft Motor Sailer (must sell!!!)	US\$40,000
68'	1990	Custom Aluminium Cutter	US\$950,000
72'	1990	Custom Aluminium Cutter	US\$699,000

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33'	1988	Dean Ocean Comber	US\$110,000
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46'	2006	Tika Sailing Cat	EU138,000
48'	1989	Privelege	EU250,000



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Sailboats

Continued from page 92

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Sailboats

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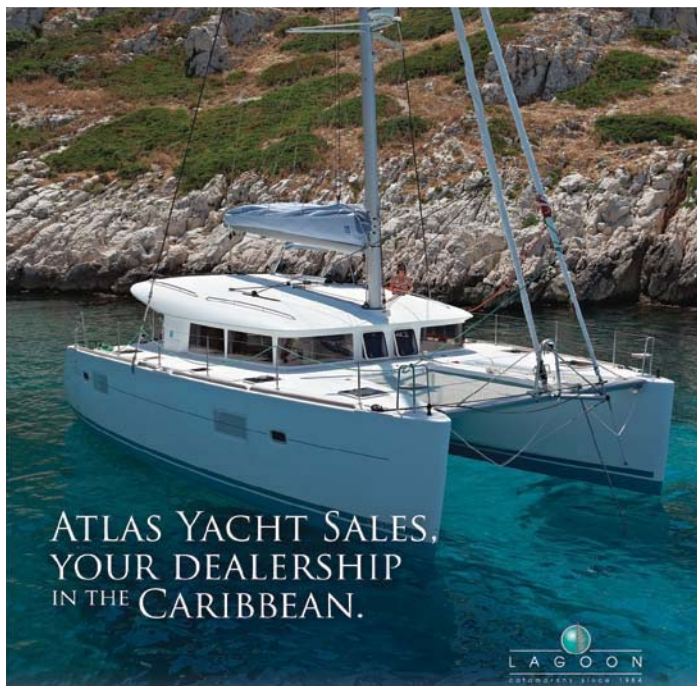
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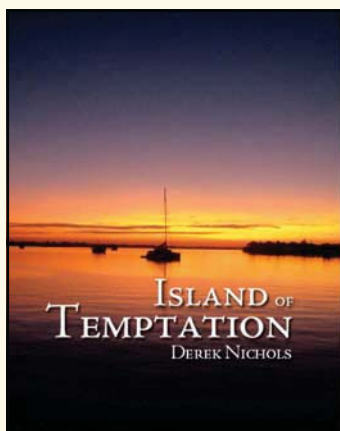
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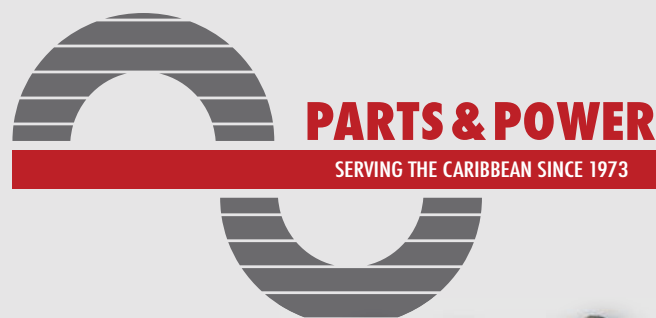
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THE DISH

SANDWICH OR WRAP? YOUR CHOICE.

BY CAP'N JAN ROBINSON

A sandwich usually contains a combination of salad vegetables, meat, cheese, and a variety of sauces or savory spreads between slices of bread.

When I'm preparing for a flight I think about sandwiches and usually make mine, which are essentially salads with some added protein pressed between two halves of a crusty roll. I only use bread when I'm traveling; otherwise I like to do Veggie Wraps and/or Lettuce Wraps.

CUBAN SANDWICH

Prep time: 15 minutes. Chilling time: 1 hour. Cooking time: 1 hr 30 min. Makes: 4 sandwiches

SANDWICH:

4 hero rolls, cut in half lengthwise

1 Tbsp mayonnaise (or more to taste)

1 Tbsp yellow mustard (or to taste)

8 thin slices deli ham

8 slices deli roasted pork, sliced about 1/4-inch thick

8 slices Swiss cheese

1 Tbsp unsalted butter

RELISH:

1 cup coarsely chopped pitted green olives

1/2 cup raisins

2 Tbsp coarsely chopped shallot

1/3 cup extra-virgin olive oil

2 Tbsp red wine vinegar

Relish: Combine in a food processor, the olives, raisins and shallot; pulse until coarsely chopped. Add oil and vinegar; pulse until combined but not pureed. Transfer to an airtight container and refrigerate at least 1 hour or up to two weeks.

Sandwich: Spread the top cut side of each roll with mayonnaise and bottom with mustard. Place 2 slices each ham, pork and cheese on bottom of each roll, then spread with 2 Tbsp relish. Cover with tops of rolls.

In a large skillet, melt butter over medium-low heat. Place 2 sandwiches in skillet and press down using a large flat heat-proof object such as a bacon press or the bottom of a heavy skillet. Cook about 7 minutes, until golden brown and cheese is melted through, then turn and cook about another 7 minutes. Repeat with remaining 2 sandwiches. Serve immediately.

Note: The Relish makes an amazing grilled sandwich out of an ordinary ham and cheese. Spread any leftover relish on crusty bread, crostini or crackers for an appetizer.

NIÇOISE SALAD ON A BAGUETTE

Prep time: 15 minutes. Chilling time: 15 minutes.

Makes: 4 sandwiches

DRESSING:

1 garlic clove

Salt and freshly ground pepper

1 tsp Dijon mustard

1 tsp fresh lemon juice

1 tsp sherry vinegar, red wine vinegar or champagne vinegar

1 Tbsp extra virgin olive oil

SALAD MIXTURE:

2 handfuls of lettuce, arugula, baby spinach or spring salad mix

1 sliced red onion, soaked in cold water for five minutes, drained and rinsed or 1/2 cup chopped green onions

1 small carrot, grated (about 1/4 cup grated carrot)

1 (5 oz) can water-packed tuna, drained

4 thin slices of cucumber

1/2 red or yellow bell pepper, cut in thin slices

A few leaves fresh basil, cut in thin strips

1 hard-boiled egg, sliced

Salt and pepper to taste

1 baguette, whole wheat sesame hamburger bun or roll of your choice

Dressing: Puree the garlic with a generous pinch of salt in a mortar and pestle. With a pestle or a small whisk, work in the Dijon mustard, lemon juice, vinegar and olive oil. Add pepper and set aside.

Salad: Combine all of the salad ingredients, except the hard-boiled egg, in a bowl. Toss with the dressing until thoroughly coated. Pile half of this mixture onto the bottom half of Baguette or whatever roll you are using. Push it down, and arrange the slices of hard-boiled egg on top. Season; pile the remaining salad on top of the egg. It will look like a lot, but it will compress. Cover with the top half of roll: press down and wrap tightly in plastic, then put it in the fridge and allow it to sit for 10 to 15 minutes, or for several hours. Cut in half and serve. If only one half is eaten wrap the other half tightly, and refrigerate.

Note: You can refrigerate wrapped sandwiches for up to two days.

ASIAN LETTUCE WRAP

Prep time: 20 minutes. Cooking time: 5 minutes. Serves: 4

16 Boston Bibb or butter lettuce leaves

1 lb lean ground turkey, chicken or beef

1 Tbsp olive oil

1 large onion, chopped

1 cup mushroom, chopped

2 cloves fresh garlic, minced

1 tsp soy sauce

1/4 cup hoisin sauce

2 tsp minced pickled ginger

1 Tbsp rice wine vinegar

Asian chilli pepper sauce (optional)

1 (8 oz) can water chestnuts, drained and finely chopped

1 bunch green onions, chopped

2 tsp Asian (dark) sesame oil

Rinse whole lettuce leaves and pat dry, being careful not to tear them. Set aside. In a large skillet heat oil and sauté turkey until cooked. Remove turkey and set aside. Cook the onion in the same pan, stirring frequently. Add mushrooms, garlic, soy sauce, hoisin sauce, ginger, vinegar, and chilli pepper sauce to the onions, and stir. Stir in chopped water chestnuts, green onions, sesame oil, and cooked turkey; continue cooking until the onions just begin to wilt, about 2 minutes.

To serve: Arrange lettuce leaves around the outer edge of a large serving platter, and pile meat mixture in the center. Each person can spoon a portion of the meat mixture into a lettuce leaf, wrap it, eat it, and enjoy!



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