

# ALL AT SEA CARIBBEAN

## Inside: Rigging Part 1

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The Twin Realities of the ARC

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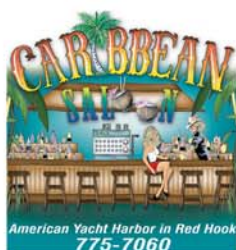
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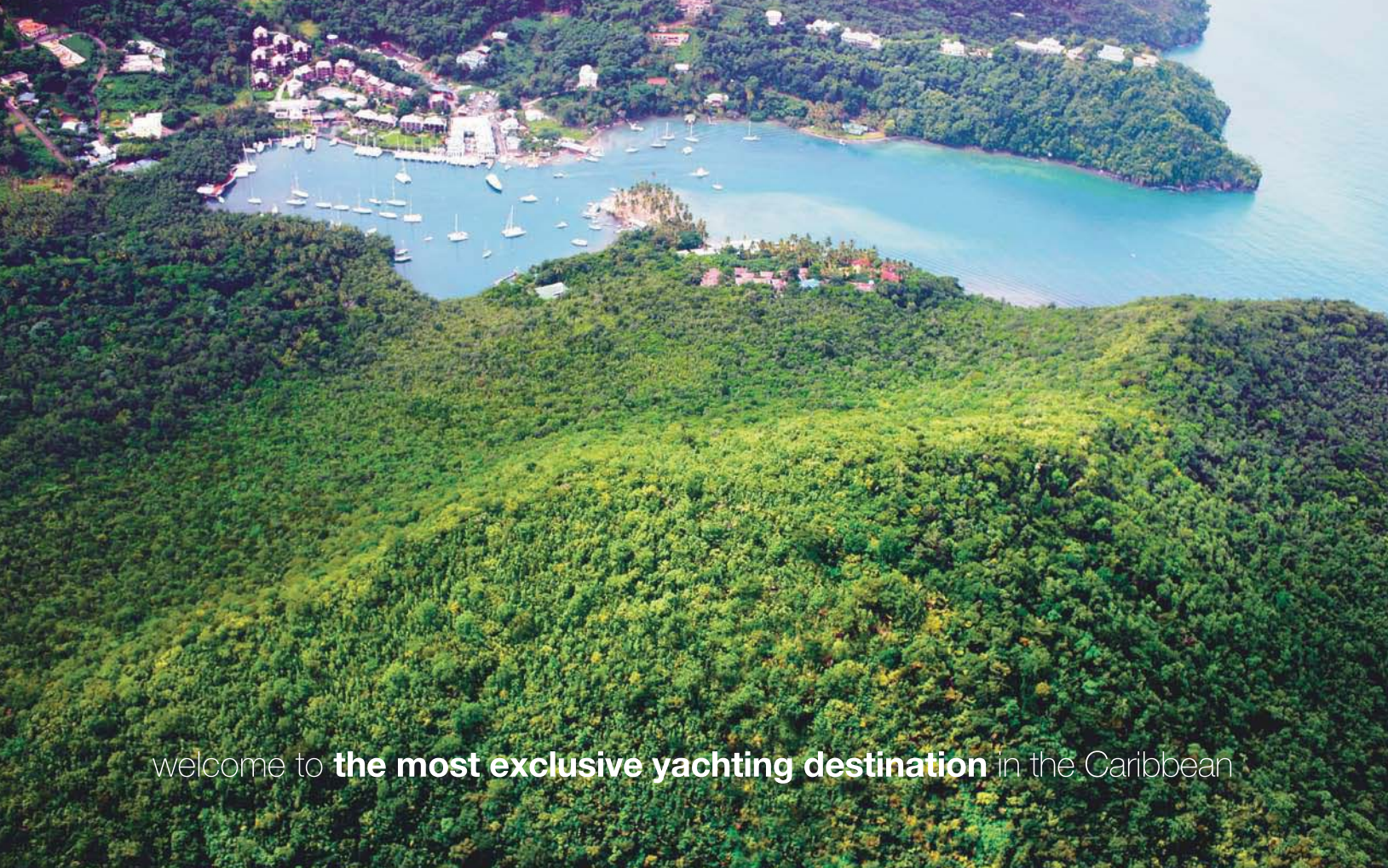
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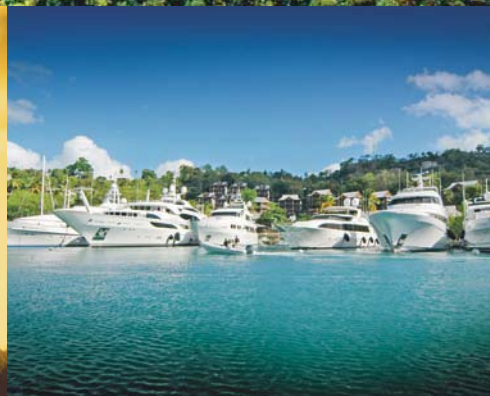
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# CROSSING OCEANS & THE RISE OF MATCH RACING

**B**y the time we go to press nearly seven weeks will have passed since the start of the Atlantic Rally for Cruisers (ARC) and all the excitement and drama of this famous event will be over, or at least we hope it is. It would be wonderful to interview all the skippers and crews and see if an ocean crossing lived up to their expectations. Was the voyage a dream fulfilled? Was it a disappointment? Was it a nightmare?

Of course, there were more people crossing the Atlantic other than those taking part in the ARC, and I would ask the same question of them.

Moving away from humor for this edition, Captain Fatty Goodlander takes a serious look at ocean rallies. Fatty was in Las Palmas for the start of the ARC and his report is a must read for anyone who took part in the rally or is thinking of doing so in the future.

In his article, Cap'n Fatty discusses the lone wolf's quest for adventure against the needs of those sailors who find security in a group. It's an age-old question that goes far beyond the cruising rallies.

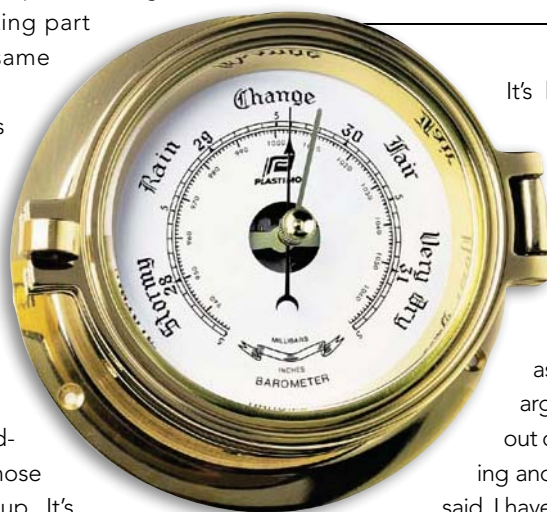
I well remember my time as a delivery skipper and one particular job when I was contracted to bring a 34ft wing-keeled cruise-racer from Georgetown, in the Bahamas, to St. Maarten. The timing couldn't have been worse as Hurricane Lenny was churning west to east through the northern Caribbean.

My crew and I arrived in Georgetown and immediately fell in with the cruising community who were waiting for a weather-window (read about weather-windows on page 32) to head south. Some of them had been there for four months. As a delivery skipper, they looked on me as some kind of guru and were shocked, after we had been there for just 36 hours, when I told them we were leaving in the morning. Our announced departure caused uproar, with people claiming we were sailing to our deaths and others arguing that they should leave with us. One man even said that to save us he would call the coast guard and have us arrested.

I had studied the weather carefully and knew of a downwind bolt-hole should hurricane Lenny re-curve through 180 degrees, which I thought unlikely. It was an informed decision.

Come the morning, we hauled anchor. People manned their cockpits to watch us go. One woman even shouted "are you really going?"

Five days later we delivered the boat to St. Maarten. Perhaps the others are still in Georgetown.



It's been described as 'sailing with attitude', 'a contact sport'; 'a war of attrition'. I am talking about match racing; a sport that is on the rise worldwide and nowhere more so than here in the Caribbean.

That match racing is becoming increasingly popular is no surprise as it means less arguing over ratings, arguments that have been known to spill out of the protest room and continue, kicking and gouging, on the barroom floor. That said, I have already heard some match race competitors muttering about how all the boats should be equal yet some are more equal than others, but that's sailors for you. One thing I know is that more regattas are adding match racing to their events (see regatta preview on page 44) and the rise of match racing can only improve the sport and hone sailing and racing skills especially amongst the young who demand instant action in this 'here and now' world.

---

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THE CARIBBEAN'S WATERFRONT MAGAZINE

PHOTO: CASA DE CAMPO



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COVER SHOT: A bird's-eye view!

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# ALL AT SEA CARIBBEAN

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Owned and Published by  
Kennan Holdings, LLC  
382 NE 191st Street #32381  
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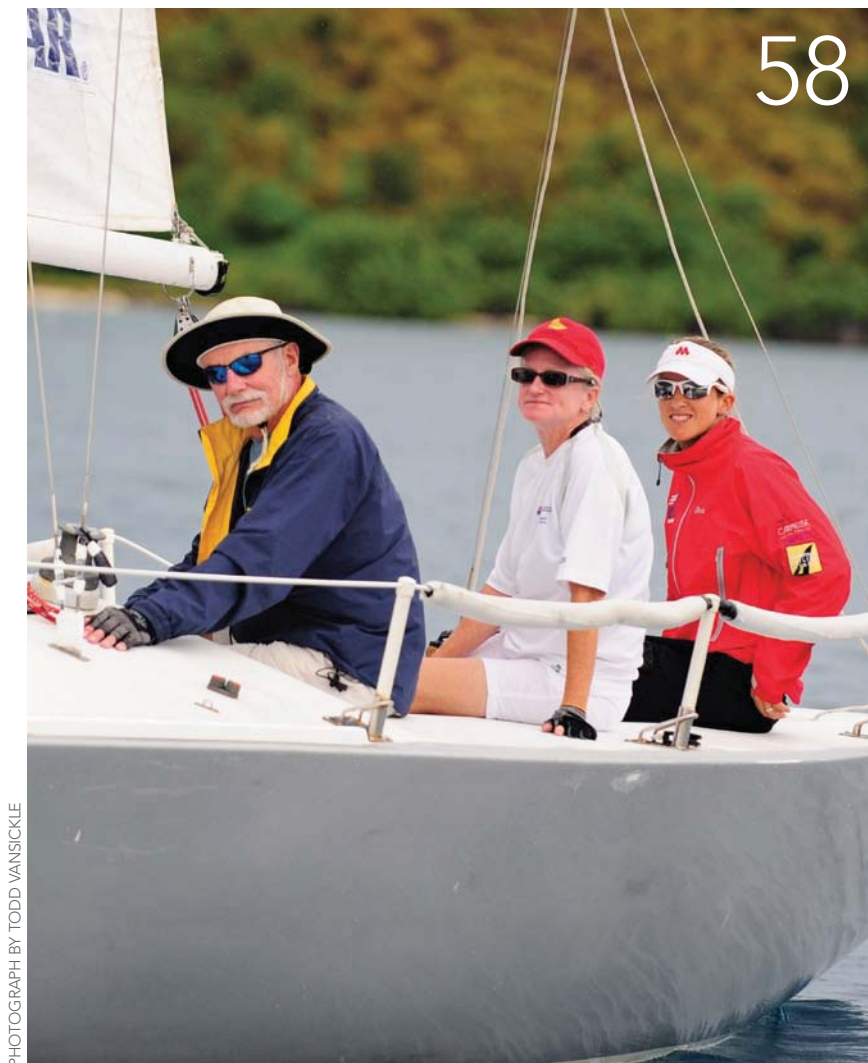
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**PAGE 53**  
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St. Maarten/St. Martin  
St. Barthelemy

Barbuda

St. Eustatius  
St. Kitts & Nevis

Antigua

Montserrat

Guadeloupe

Marie-Galante

Dominica

Martinique

St. Lucia

Barbados

St. Vincent &  
The Grenadines

Bequia

Carriacou

Grenada

Tobago

Trinidad

Bonaire



**PAGE 70**

2011 Saint Barth Cata Cup:  
Mischa Heemskerk Flies  
to the Finish

# Caribbean Sea



**PAGE 72**

Caribbean Surf Ski Tour:  
Franck Fifils Takes  
Overall Honours

# CARIBBEAN NEWS

A BRIEF LOOK INTO THE HAPPENINGS OF OUR WORLD



## Curaçao's famous pontoon bridge out of action

**Willemstad** – the port of Willemstad was brought to a close November 11th when the famous Queen Emma pontoon bridge connecting the two sides of town was damaged and unable to open. The problem occurred one day ahead of the start of the Heineken Regatta and brought the entire port to a standstill. Working flat out, repair teams removed a damaged section of the structure and after several hours the bridge was opened allowing shipping to access the busy port. The pedestrians-only bridge remained in the open position for several hours until repairs were complete. With the bridge out of commission, the two ferries that operate a free service across St. Anna Bay were kept extremely busy.

## HIHO Antigua Fun Cup

Gusty and shifty wind conditions greeted racers at the inaugural 2011 HIHO Antigua Fun Cup regatta in Falmouth, Antigua. Raced in new PICO dinghies, the event saw two-man teams comprising adult and junior racers battle it out over six races on the two-day regatta schedule. Junior racers then raced singlehandedly in two divisions: 12 and under and 13-18 years old. Antiguans Rocco and Paolo Falcone aced the double-handed division with Karen Porch and Tanner Esty in 2nd. BVI racers Sam and Andy Morrell took 3rd. Rocco Falcone won the tiebreaker with Sam Morrell for the singlehanded under 12 divisions while Hosea Williams took the older singlehanded division. The inaugural event saw competitors from Antigua, the BVI, Guadeloupe, France and the USA. Superb racing was complimented by meals hosted by the Antigua Yacht Club and a great dinner at Cloggy's restaurant.

## David Raison wins the Transat 6.50 onboard TeamWork Evolution

While not a true Caribbean race, we thought our readers would be interested in the Transat 6.50 because many of the yachts in the Caribbean will have followed a similar course across the Atlantic and experienced the large trade wind seas. Crossing an ocean in a large yacht is adventure enough but people like David Raison want more. Raison took on some of sailing's best to win the Transat, in which boats are limited to 6.50m (21.45ft) in length.

Raison sailed the 3120 miles long second leg between Madeira and Salvador de Bahia in 17 days, six hours and 13 minutes, at an average speed of 7.53 knots, and that's remarkable. Although Raison is credited with having the skill to win, much praise goes to the designers of his state-of-the-art mini racer.

*Editor's note: In 1986, it took me 35-days to single-hand across the Atlantic in a 7.2m boat. Enough said.*





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## EVENT CALENDAR

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



### ANTIGUA

#### FEBRUARY 20

RORC Caribbean 600  
Sailing Regatta  
[www.caribbean600.rorc.org](http://www.caribbean600.rorc.org)  
[racing@rorc.org.uk](mailto:racing@rorc.org.uk) | +44 (0) 207 518 3131

#### JANUARY 27-29

The Superyacht Challenge  
Superyacht Regatta  
[www.thesuperyachtchallenge.com](http://www.thesuperyachtchallenge.com)  
[ptdeeth@aol.com](mailto:ptdeeth@aol.com) | 268-464-7081



### BARBADOS

#### JANUARY 21

The Mount Gay Rum Round  
Barbados Race  
Sailing Regatta  
[www.mountgayrumround.com](http://www.mountgayrumround.com)  
[barbadosrace.com](mailto:barbadosrace.com)  
[info@mountgayrumround.com](mailto:info@mountgayrumround.com)  
[barbadosrace.com](mailto:barbadosrace.com)  
246-426-4434



### BONAIRE

#### JANUARY 26-28

The 24th Bonaire International  
Fishing Tournament  
Deep Sea Fishing  
[www.itrainfishesbonaire.com/p/15/116](http://www.itrainfishesbonaire.com/p/15/116)  
international-fishing-tournament  
[Bonaire@budgetmarine.com](mailto:Bonaire@budgetmarine.com)



### CARRARA, ITALY

#### FEBRUARY 8-10

Seatec - 10th International Exhibition -  
Technology Subcontracting and Design  
for Boats Megayachts and Ships  
Industry Conference  
[www.sea-tec.it](http://www.sea-tec.it) | [support@sea-tec.it](mailto:support@sea-tec.it)



### CHARLESTON, SC

#### JANUARY 27-29

The Charleston Boat Show  
Boat Show  
[www.thecharlestonboatshow.com](http://www.thecharlestonboatshow.com)  
[email@JBMshows.com](mailto:email@JBMshows.com) | 864-250-9713



### GRENADA

#### JANUARY 25-29

43rd Budget Marine Spice Island  
Billfish Tournament  
Deep Sea Fishing | [www.sibtgrenada.com](http://www.sibtgrenada.com)  
[rml@spiceisle.com](mailto:rml@spiceisle.com) | 473-440 3753

#### JANUARY 27-31

2012 Grenada Sailing Festival  
Camper & Nicholson's Racing Series  
Sailing Regatta  
[www.grenadasailingfestival.com](http://www.grenadasailingfestival.com)  
[gsail@spiceisle.com](mailto:gsail@spiceisle.com) | 473-440-4809

#### FEBRUARY 3-5

Workboat Regatta  
Sailing Regatta  
[www.grenadasailingfestival.com](http://www.grenadasailingfestival.com)  
[gsail@spiceisle.com](mailto:gsail@spiceisle.com) | 473-440-4809

#### FEBRUARY 23-26

South Grenada Regatta  
Sailing Regatta  
[www.southgrenadaregatta.com](http://www.southgrenadaregatta.com)  
[race@roundgrenadarace.com](mailto:race@roundgrenadarace.com)  
473-444-2400



### LONDON, UK

#### JANUARY 6-15

London International Boat Show  
Boat Show  
[www.londonboatshow.com](http://www.londonboatshow.com)  
[info@boatshows.co.uk](mailto:info@boatshows.co.uk) | +44 (0)1784 473377



### MIAMI BEACH, FL

#### FEBRUARY 16-20

Miami International Boat Show  
and Strictly Sail  
Boat Show  
[www.miamiboatshow.com](http://www.miamiboatshow.com)



### MIAMI, FL

#### FEBRUARY 16-20

The Yacht and Brokerage Show  
Boat Show  
[www.showmanagement.com](http://www.showmanagement.com)



### PUERTO RICO

#### FEBRUARY 3-5

Club Náutico de San Juan's 11th  
International Regatta  
Sailing Regatta  
[www.nauticodesanjuan.com](http://www.nauticodesanjuan.com)  
[vela@nauticodesanjuan.com](mailto:vela@nauticodesanjuan.com) | 787-722-0177



### SEATTLE, WA

#### JANUARY 27-FEBRUARY 5

Seattle Boat Show  
Boat Show  
[www.seattleboatshow.com](http://www.seattleboatshow.com)  
[info@seattleboatshow.com](mailto:info@seattleboatshow.com)  
(206) 634-0911



### ST. MAARTEN / ST. MARTIN

#### JANUARY 7

Hoedemaker Series - Day 1  
Sailing Regatta  
[www.smyc.com](http://www.smyc.com) | [info@smyc.com](mailto:info@smyc.com)

#### JANUARY 14

Hoedemaker Series - Day 2  
Sailing Regatta  
[www.smyc.com](http://www.smyc.com) | [info@smyc.com](mailto:info@smyc.com)

#### JANUARY 15

SMYC Keelboat Race  
Sailing Regatta  
[www.smyc.com](http://www.smyc.com) | [info@smyc.com](mailto:info@smyc.com)

#### JANUARY 28

SMYC Activity Fun Sailing Opti's  
Sailing Regatta  
[www.smyc.com](http://www.smyc.com) | [info@smyc.com](mailto:info@smyc.com)

#### FEBRUARY 4-5

INTERLUX Regatta and  
Interclub Challenge  
Sailing Regatta  
[www.smyc.com](http://www.smyc.com) | [info@smyc.com](mailto:info@smyc.com)

#### FEBRUARY 11

Hoedemaker Series - Day 3  
Sailing Regatta  
[www.smyc.com](http://www.smyc.com) | [info@smyc.com](mailto:info@smyc.com)

#### FEBRUARY 18

Hoedemaker Series - Day 4  
Sailing Regatta  
[www.smyc.com](http://www.smyc.com) | [info@smyc.com](mailto:info@smyc.com)

#### FEBRUARY 19

SMYC Keelboat Race  
Sailing Regatta  
[www.smyc.com](http://www.smyc.com) | [info@smyc.com](mailto:info@smyc.com)

#### FEBRUARY 24-25

SMYC Multi Hull Regatta  
Sailing Regatta  
[www.multiphullregatta.com](http://www.multiphullregatta.com) | [info@smyc.com](mailto:info@smyc.com)

#### FEBRUARY 26

SMYC Warm-Up Race for Heineken Regatta  
Sailing Regatta  
[www.smyc.com](http://www.smyc.com) | [info@smyc.com](mailto:info@smyc.com)



### ST. THOMAS, US VIRGIN ISLANDS

#### JANUARY 21-22

St Thomas Yacht Club 15th Annual  
MLK Regatta  
Sailing Regatta | [www.styc.net](http://www.styc.net)  
[shepusvi@yahoo.com](mailto:shepusvi@yahoo.com) | 340-775-9000



### VANCOUVER, BC

#### FEBRUARY 8-12

Vancouver International Boat Show  
Boat Show  
[www.vancouverboatshow.ca](http://www.vancouverboatshow.ca)  
[lwaddell@canadianboatshows.com](mailto:lwaddell@canadianboatshows.com)  
905-951-4051

#### WORLDWIDE

#### FEBRUARY 1-3

International Marina and  
Boatyard Conference  
Industry Conference  
[www.marinaassociation.org/imbc](http://www.marinaassociation.org/imbc)  
[imbc@marinaassociation.org](mailto:imbc@marinaassociation.org)  
401-682-7334



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# SAILING WITH CHARLIE

## THE DONKEY

BY JULIAN PUTLEY

Charlie is often asked about the merits and defects of the various types of rigs on sail boats. Charlie is of the opinion that a cutter rig is the best option for a modern day cruising boat. Off the wind the cutter can expose a large sail area to the wind while in heavy weather a reefed mains'l and stays'l provide a well balanced rig that is easy to handle. The most common question Charlie is asked by potential boat buyers is: "Would you recommend a catamaran or a mono hull?"

The answer is always, "Well, what do you intend to use your sailboat for?"

If you are Caribbean island-hopping then a 'cat' would probably be your best choice. The reasons are: shallow draft, wide beam allowing minimal heel, spacious cabins, large cockpit, generator space, trampoline for many fun activities and large bridge deck (on certain models) for great visibility.

For offshore sailing in the higher latitudes then a mono hull, with its forgiving heel in stormy weather and the righting ability afforded by a substantial keel, would be my choice – for the safety factor.

One day, on a shore excursion, Charlie discovered that landsmen have to make similar choices: Three Islanders were sitting at the domino table outside a rum shop discussing the merits of a donkey, a mule, a burro and an ass. One of the players, a toothless old fella in a cloth cap, slammed a domino onto the table and declared that a burro was the same thing as a donkey. He also explained that a jackass was a male donkey while a jenny was a female. "An' another t'ing. Ain' no mules around here. Dey a cross 'tween a donkey an' a horse."

Dolph was sitting across from the old man; he was a large man and wore a baseball cap backwards. He slammed his domino down even harder and took a long draught from his third glass of Guinness. "Jenny," he shouted to the bar maid, "Bring me a nex' Guinness."

The third player was Cornelius. He was tall and thin and wore his dreadlocks in a tam. His T-shirt displayed Bob



Marley smoking a huge spliff. Although he was usually quiet, he considered himself an expert on donkeys. "My fadder have two donkeys and it's asses you call dem, burros is the Spanish word. We got a male and a female an' dey always win the donkey races at carnival." He slammed down a domino. "But dat female, she eat an' eat an' find it hard to walk now she gettin' old."

The old man was next to play but as luck would have it the barmaid was just arriving with Dolph's Guinness when Cornelius exclaimed, "Dat Jenny one fat ass!"

Well, I suppose you could say it was unfortunate that the barmaid was called Jenny but she took immediate offence and slammed the beer onto the table. It wobbled for a moment and then toppled over and spilled all over Cornelius' favorite shirt. There were expletives all round, a good game of dominoes was ruined and all three were described as 'wuthless' by the irate woman. Ironically the lady was as broad as a barn door, which lent truth to the saying, 'Only the truth hurts.'

From that day forward Cornelius vowed to never call a donkey an ass; a burro it would be.

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



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# TENTH PETE SHEALS MEMORIAL MATCH RACE

## HOLMBERG WINS

BY CAROL M. BAREUTHER

PHOTOS COURTESY OF DICK SCHOONOVER CHARTERPORT BVI/ PETE SHEALS REGATTA



St. Thomian student-sailor Nikki Barnes and Spirit Award-winner (and her all-girl crew) chasing Peter Holmberg (USVI Olympic Sailing Silver Medalist, America's Cup vet), the regatta-winner

Perfect sailing conditions allowed for keen and fast-paced competition at the 10th Pete Sheals Memorial Match Race. Six teams sailed out of the Royal British Virgin Islands' Yacht Club during the November 12th – 13th invitation-only regatta where the USVI's Peter Holmberg put an end to the BVI's Colin Rathbun's record four-year winning streak. Holmberg, an America's Cup winning skipper for Alinghi, didn't once let down his guard, yet he did amply lend his support.

"We tried to sail at the top of our game in all the matches and we had a great time," says Holmberg. "Throughout the event we took every opportunity to give tips and feedback to all the other teams."

Teams sailed a total of 30 races in one-design IC-24's on the first day, with Holmberg and his team in the clear lead. The breeze picked up the second day and the course was lengthened to accommodate the resulting increase in boat speed. Teams also became more competitive as they became tuned-in with their boats and began to understand the tactics and strategies of their competitors. Holmberg,

however, maintained his lead right through the final set of 15 races. The BVI's Rathbun finished second.

"Sailing against Peter is always fun, because he is a true gentleman sailor who also provides a very intense race environment," says Rathbun. "Sailing against him, you know you are always testing the very best of your ability because there are no freebies and very few mistakes to take advantage of. If you do well in a race against him you know you've sailed well."

The BVI's Andrew Waters and Chris Haycraft (BVI) finished third and fourth, respectively, with the USVI's Nikki Barnes' only all-women team fifth and St. Maarten's Frits Bus sixth. Barnes, an accomplished dinghy sailor who debuted for the first time as a match-race skipper, and her team won the special 10th anniversary 'Spirit of Sailing' Award. The Award was given in honor of the memory of Pete Sheals, and avid sailor, and at the request of his parents.

"Going into the Match Race I didn't think we would win any races," says 18-year-old Barnes. "But, with the help of Peter Holmberg, a great coach and friend, I was able to

learn a lot in just one weekend and win some matches too."

Next year organizers hope to have more teams competing, says organizer, Guy Phoenix. "We really want to push to have eight to 12 competitors for 2012, so that we can improve the ISAF grading of the event. The BVI is an excellent sailing environment and our medium-term goal is to make our match-race event a 'must-do' for competitors from the Caribbean and USA."

Match racing is on the upswing in the Caribbean.

"With the increase in events, the talent will also rise," says Holmberg. "The Carlos Aguilar Match Race in St. Thomas is still the biggest, but the Budget Marine event in St. Maarten just before Heineken Regatta has been quite popular. Then last year the BVI Spring Regatta added the Gill Match Race. I just learned at the Regatta Organizers Conference that Barbados has a very active match race series using their growing fleet of J24's. Beyond this, I did a match race clinic at the Ponce Yacht Club in July to help get them going as well."

The South Grenada Regatta will also feature match racing this year. Thus, this one-on-one form of sailing is truly gaining popularity from the Greater Antilles to the Windwards.

Event sponsors included Conch Charters, Tricor, Norman and Yvonne Sheals, Golden Hind Chandlery, and Sheals' close friend Dawn Rosenberg-Santana.

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



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# CONTRABAND, SMUGGLERS & YACHTSMEN

BY SEAN PATON



PHOTOGRAPH COURTESY OF EDEE DALKE

The Bequia schooner *Friendship Rose*

Great stories have been told of the old days of smuggling. In olden times it was considered an honorable profession by the less fortunate, those who could not afford the taxes, duties and levies that had to be paid to the King's men, or duty men as they were also known.

England's shores were a treasure-trove of caves and inaccessible beaches that only the skilled could navigate. When it came to smuggling, Cornwall was one of the most noted places in history and whilst the practice was frowned upon by the higher classes, they all knew where to purchase the best Portuguese sherry and the finest French lace, without paying the duty men.

What one country would call traders, another would call smugglers. One thing was clear, wherever there was a need for goods, there was always someone willing to provide them, and in the cheapest way possible.

One of the founding fathers of the United States of America was John Hancock; to some he was a merchant but to the British, a smuggler. Some claim that when the British seized Hancock's ship the *Liberty* in 1766, over duty payable for the rum in the ship's hold, it lit the fire under the War of Independence, a fire that would not die down until the Declaration of Independence was signed in 1776, the largest and most dominant signature being that of John Hancock. Hence the expression 'put your John Hancock here' when asked to sign a document, an expression used to this day in England and the United States.

History tells us that the economies of nearly all the islands of the Caribbean would, over time, rise and fall as battle raged between the revenue men and the smugglers.

However, the seafarers of the Caribbean were so much more. The movement of ships between the islands was often

the only lifeline for the people; bringing food, mail, clothes, workers and animals from one island to another. The island schooners, plying their trade, were not really seen as smugglers but as traders essential to the island communities.

The Lesser Antilles survived not from the hand of their colonial masters but by the bravery and seamanship of the men who sailed the schooners all year round, hurricane season or not. These were not fair weather sailors but real mariners who often ran goods from the southern islands right up the island chain to the Virgins, to pass their cargo on to bigger ships for onward passage to Europe, America and the world.

These great Caribbean sailors were not just traders; they were story tellers and news gatherers, carrying information between families and friends. The sailors knew what was going on; be it an uprising, a disaster or a disease, the crew of these little ships would know. The ports and rum shops would be the place to find out where to get what you needed and, if the sailors didn't know, by the time they returned from their next trip, they would.

**What one country would call traders, another would call smugglers. One thing was clear, wherever there was a need for goods, there was always someone willing to provide them, and in the cheapest way possible.**

Today, the ancestors of those elite merchant seamen can still be found dotted around the ports of the Caribbean, their vessels often dwarfed by the ships that they lay alongside. These little schooners, often painted red and white or blue and white, maintain their traditional shape with a large wheel house aft, closed in bulwark, and sometimes raked masts and huge booms. In a changing world, they still ply their trade and make a living. Most, but not all, have big diesel engines and are crewed by local sailors from their home port.

The modern day cruising yachtsmen can do a lot to keep the old traditions of the Caribbean schooner men alive. Take the time to get to know them. Do a little research on the islands you visit and find out about the culture and history. Take a look at what they have and what they don't have. If a friendly hand is extended, a friendly hand will be returned.

Remember reuse and recycle where possible.



*Environmentalist, yachtsman and journalist Sean Paton lives in Bonaire where he hosts the popular radio show Mad Dog in the Morning on Mega Hit FM. Email: [info@bicepsbonaire.org](mailto:info@bicepsbonaire.org)*



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# ST. THOMAS & ST. CROIX WAHOO TOURNAMENTS

VICTORY FOR *DOUBLE HEADER IV* & *SNATCH EM*

BY CAROL M. BAREUTHER

**DOUBLE HEADER IV** – Top Boat at St. Thomas' Virgin Islands Game Fishing Club annual Wahoo Wind-Up. From left, holding trophy plaques: Jonathan Gatcliffe with third largest wahoo; Angela Berry with second largest wahoo and Chris Berry who caught the largest wahoo

PHOTOGRAPH COURTESY OF DEAN BARNES



November is a hot time in U.S. Virgin Islands' waters for wahoo. To capitalize on this, St. Thomas' Virgin Islands Game Fishing Club (VIGFC) hosted its annual Wahoo Wind-Up, sponsored by Budget Marine, on November 6th, while St. Croix's Golden Hook Fishing Club (GHFC) ran its Series Finale Wahoo Tournament a week later on November 12th.

Husband and wife, Chris and Angela Berry, reeled in the two largest wahoo in the VIGFC tournament. Chris caught a 34.3lb wahoo aboard the 36ft *Calypso Double Header IV* to earn Largest Wahoo, while his wife, Angela, reeled in a 33lb wahoo to win the Second Largest Wahoo and Top Female Angler prizes.

"We caught all of our fish before Noon, then nothing," says Chris Berry.

Calm seas and sunny skies made for great fishing weather, something that Angela Berry especially enjoyed. "This was my third fishing tournament," she says. "I loved it! It was especially fun to catch a big wahoo."

*Double Header IV's* owner and captain Jonathan Gatcliffe reeled in the third largest wahoo, a 31.6-pounder.

A total of eight wahoo collectively weighing 198.9lb also earned *Double Header IV* the Top Boat prize for the third year in a row.

"We were three couples going out for a fun day of fishing," says Gatcliffe. "But of course we had our strategy

too. We headed over to the C-FAD north of Christiansen to get a bunch of small fish to give us numbers and then went north, trolling across the South Drop, to go get the big ones."

Cash prizes were awarded to the anglers who caught the ten largest wahoo.

A fleet of 12 boats with 46 anglers caught a total of 18 wahoo collectively weighing 384.3lb

Meanwhile, a dozen boats also cast off in the GHFC tournament in search of wahoo.

"We went south," says Jens Berg, who earned Best Boat as captain aboard the 32ft Fountain *Snatch Em* with 53.4lb of wahoo. "It was pretty slow. We didn't see much action until between 8:30am and 9am when we got our first bite."

**"I've been fishing all my life," says Berg. "But, I've never entered a tournament. I kept telling myself I would and now I did. I'm planning to fish all of them now. It was a lot of fun fishing with and against all the other boats."**

This first wahoo weighed in at 30.7lb and was caught by *Snatch Em* angler Marco Saldanina. Saldanina's fish ultimately earned him the Second Largest Wahoo prize.

"We didn't have a bite again until around 11am," Berg continues. "That was a smaller one, but it added up to enough weight to win best boat."

Steve Smith on the *Two Fer Sure* caught the Largest Wahoo, a whopping 44.5-pounder. The boat, a 28ft Topaz captained and owned by Tom Sedgewick, also won the Second Best Boat prize with that one big fish. Steve Greene on the *Leisure Lady*, a 48ft Bertram, reeled in a 23.1lb wahoo for the Third Largest Wahoo prize and the boat, with owner and Capt. Bob MacKay at the helm, finished as Third Best Boat with this one fish.

This Best Boat win for *Snatch Em* and Berg was a first time charm.

"I've been fishing all my life," says Berg. "But, I've never entered a tournament. I kept telling myself I would and now I did. I'm planning to fish all of them now. It was a lot of fun fishing with and against all the other boats."

For more information, visit: [www.vigfc.com](http://www.vigfc.com) & [www.fishstx.com](http://www.fishstx.com)

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

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PHOTOGRAPH BY ALDA ANDUZE

Both winning teams fished aboard the *Leisure Lady* during this year's Golden Hook Fishing Club's Guy/Gal Challenge

# GOLDEN HOOK FISHING CLUB'S GUY/GAL 'REEL' CHALLENGE

## GUYS TRIUMPH SECOND YEAR IN A ROW

BY CAROL M. BAREUTHER

The Guys triumphed for the second year in a row at the 2011 Golden Hook Fishing Club's Guy/Gal Challenge. Billed as the 'reel' battle of the sexes, this 12th annual St. Croix-based tournament featured a day of fishing for the Gals followed by the Guys fishing on the following day. The win was tadpole close. Just 0.2lb or little over 3oz gave the Guys their lead in the final tally. What's more, both Guy and Gal winning teams each day fished aboard the *Leisure Lady*.

"The first day," says Bob Mackay, who owns and captains the 41ft Egg Harbor, *Leisure Lady*, "I headed west off Sandy Point. That's because there were few weeds in the water

and it was a location I had caught fish the day before. We dragged the baits back and forth, setting the downriggers at 60ft and then 90ft and finally came up with two nice wahoo. Those fish were really down deep."

*Leisure Lady's* Diana Freas-Lutz's two wahoo were the first and second largest of the day, 33lb pounds 11.7lb, respectively. This duo of big fish landed the *Leisure Lady* the Gal's day win with a total weight of 44.7lb. Mike Fuller's *Oh Suzanna* came in second with three fish collectively weighing 31.6lb. *Oh Suzanna's* Elizabeth Hering caught a 10.6lb dolphin that rated the third largest fish of the day.

On the second day, Mackay cruised out to the south side of the island to escape squalls to the north. "It was raining all over, but the skies over us were clear and the sun was shining," he says. "Fishing was slow until early afternoon when we came across a school of dolphin (mahi-mahi) and caught three."

*Leisure Lady's* three anglers – Jason Bufton, Wayne Salvi and Cory Crouthamel – reeled in the three largest fish, all dolphin, which weighed 16lb, 14.5lb and 14lb, respectively. This again earned *Leisure Lady* top boat with 44.5lb on the Guys day – just 0.2lb more than on the Gal's day. Pat Barsotti's *Maragata* finished second on the Guys day with 20lb of fish while Mike Fennessy's *Stress Buster* ended third with 12.2lb.

Seven boats fished the tournament.

One of the biggest challenges for the anglers aboard the seven boats fishing in the tournament was the amount of Sargassum weed floating in the water.

"Yes, the weed provided shade for the fish," says Barsotti, who is also vice-president of the Golden Hook Fishing Club, "but there was so much of it that it really didn't pay off. It actually fouled lines more than attracted fish."

Constantly keeping the lines clear is what *Leisure Lady's* Mackay credits with his success. "Most boats couldn't keep clear and I think this made the difference for us," he says.

*Leisure Lady* also won Best Boat of the tournament with a two day total of five fish weighing 89.2lb, and the vessel's Gal and Guy anglers, Diana Freas-Lutz (33lb), Jason Bufton (16lb) and Wayne Salvi (14.5lb) also won the Overall prize for first, second and third largest fish, respectively.

This win also boosted *Leisure Lady* to the top of the Overall Standings in the Golden Hook Fishing Club's annual four-tour-

nament series with 939.2lb. *Stress Buster* is in second with 704.4lb and *Maragata* is in third with 570lb.

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

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

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# BUDGET MARINE SPICE ISLAND BILLFISH TOURNAMENT

## DINGHY PRIZE FOR GRAND SLAM WINNER

BY CAROL M. BAREUTHER



Over fifty boats and five times as many anglers from Trinidad & Tobago, Barbados, St. Lucia, St. Vincent, Martinique, Guadeloupe, Canada, the USA and UK are expected to compete in the Budget Marine 43rd Annual Spice Island Billfish Tournament (SIBT), set for January 25th to 29th, out of the Grenada Yacht Club. Defending champions from Trinidad, *Gud Thyme*, are expected back and eager to help beat last year's fleet total of 94 billfish releases.

"For 2012," says tournament director, Gary Clifford, "there is a special prize of a new nine-foot Ultra-Light AB Model dinghy with 9.8hp Tohatsu two-stroke outboard engine for the first boat to register a Grand Slam, or release of a Blue Marlin, a White Marlin and a Sailfish in the same day on the same boat."

A cash prize of EC\$30,000 (US\$11,000) goes to the angler who reels in a blue marlin that breaks the island record of 669lb set in 2006.

The billfishing grounds off Grenada are deep water, nearby and 'hot'.

"It starts two miles offshore in 2000ft of water off Moliniere Point up the west coast," says Clifford. "Reliable areas are often the one kilometre (3250ft) and two kilometres (6500ft) contour lines at about five and ten miles offshore, respectively. A sea-mount on the charts at 18 miles is also popular and productive on the right tide. Some boats head far to the southwest to fish

the deep water around Reindeer shoal, while others head north to fish the channel off the islets of Diamond Rock and Isle de Ronde. Everyone has their favorite spots and usually fish are being caught in many different locations, not just one."

Charters, including Clifford's 31ft Innovator Yes Aye are available, plus there's free dockage at the host Grenada Yacht Club for registrants that bring their own boats.

Armchair anglers can keep up with the action live via Facebook.

"Posting to Facebook during the tournament was a major success for us last year and it's since been copied by other tournaments," says Clifford.

The fun and excitement continues off the water with a highly-anticipated lay-day beach cook-out complete with live entertainment.

The SIBT is a qualifying tournament for the IGFA Offshore Championship. It's also the kick-off of the Southern Caribbean Billfish Circuit, comprised of six annual tournaments on five southern Caribbean islands. *For more information and to register, visit: [www.sibtgrenada.com](http://www.sibtgrenada.com)*

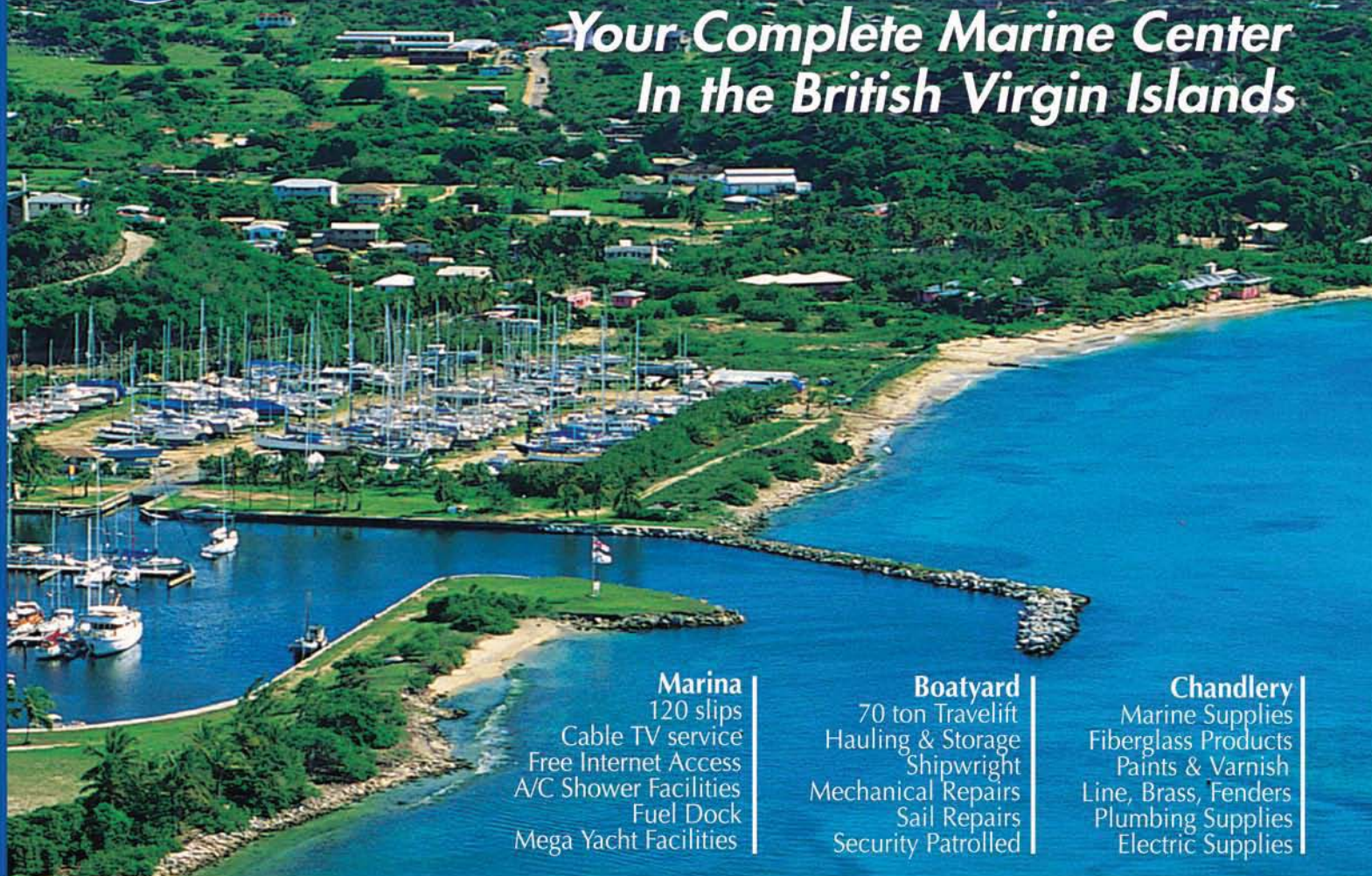


Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.



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# WINDWARD TO THE WINDWARD ISLANDS

## EAST ON THE THORNY PATH

PHOTOS AND STORY BY ROSIE BURR



The Exuma Cays Land and Sea Park  
at Warderick Wells, Bahamas

To approach the eastern Caribbean from the west, directly into the trade winds, is never going to be easy. This is why the passage from America through the Bahamas has gained the name *The Thorny Path*. As British gentry used to say "a gentleman never sails to windward." However, with careful planning the troublesome trades and large land-masses can be used to your advantage. There are two basic choices to head east from America: the off-shore route or the coastal route.

The off-shore route is best traveled in November, when the risk of hurricanes is low and the northerlies that bring heavy seas and stronger winds have not yet kicked in. It is best to get as much easting as you can north of twenty-five degrees north and to not turn south until you have passed sixty-five degrees west. Winds are predominately from the



northeast during this time but become stronger and from a more easterly direction after January. So the window of opportunity is small.

Bermuda can be a good place to stop if you wish to break up the journey. Crossing the Gulf Stream should always be made at right angles, then, once cleared, a course laid for

Bermuda. The best time to make this passage is between seasons. Although summer is the better option, this coincides with the start of hurricane season and many boats choose to travel in late November, so they can join the start of the Caribbean sailing season. When leaving Bermuda in November the winds can be fickle and light as the area lies within a belt of variables. It's a good idea to motor if necessary to get as far to the east as possible and only turn south when you have reached the longitude of your destination. This helps avoid the strong northwest current that runs parallel to the Bahamas.

Many cruisers choose the coastal route, enjoying the countries that they travel through at a much slower rate. They take advantage of the fronts that sweep down off the coast of North America. This is the route that we took. We knew this was going to be the toughest part of our journey as we inched our way into the teeth of the trade winds. We crossed the Gulf Stream to the Bahamas in January and stayed until April, with easy day-sails down the islands to Georgetown and finally Mayaguana, using the clocking winds as the cold fronts approach and then seeking a safe anchorage as they passed.

*The Gentleman's Guide to Passages South* by Bruce Van Sant covers this route in detail, explaining how to use the fronts to move east and south as well as how to use the night lees over the large landmasses like the Dominican Republic and Puerto Rico.

In the winter months from January to March the fronts or 'northers' can be used to sail south and east. The later in the season the slower and less frequent they become. We made it to Mayaguana and then over to the Turks and Caicos by the beginning of April. As Van Sant's book explains, the large landmass of Hispaniola creates a night lee sometimes extending up to 30 miles offshore. This combined with 15kts of wind from the east makes a good time to cross from Big Sand Cay. You should also allow for about half-a-knot of current setting west-northwest. We were unable to make it all the way to Big Sand Cay, as the motor across the reef-strewn banks was too far to make in daylight with our little engine and heavy boat; instead we chose to depart from French Cay further to the west. We were unable to make our course to Luperon in the Dominican Republic, so fell off the wind and then beat back over the eight miles we lost the following day.

The advice offered by Van Sant time and time again is always to wait for the right weather. The forecast must be constantly monitored so that you are ready to take advantage of any favorable weather. We had a months wait in Luperon for the right weather to continue east. The trick is to wait for the easterlies or south-easterlies to blow 15kts or less to take advantage of the nocturnal



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### VOYAGES FROM THE CARIBBEAN

#### TO THE MEDITERRANEAN

Martinique	→ Genoa	03/2012
Martinique	→ Taranto	06/2012
Martinique	→ Toulon	06/2012
St. Thomas	→ Palma de Mallorca	04/2012
St. Thomas	→ Port Everglades	04/2012

#### TO THE EAST COAST USA

St. Thomas	→ Newport (via Freeport)	05/2012
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### VOYAGES FROM THE MEDITERRANEAN

#### TO THE CARIBBEAN

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

#### TO THE EAST COAST USA

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

### VOYAGES FROM THE MED (cont'd)

#### TO THE CARIBBEAN

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

### VOYAGES FROM THE EAST COAST USA

#### TO THE MEDITERRANEAN

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

### VOYAGES TO THE BAHAMAS

Palma de Mallorca	→ Freeport	05/2012
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wind. You inch your way along the coast at night and tuck into harbor when the wind picks up during the day. Currents can run up to two knots or more around the headlands and can make for slow progress. For some it is possible to travel all the way across the Mona Passage with the right weather. But our weather window didn't allow for this and so we pulled into Samana on the east coast of the DR after a day and two nights of motor-sailing. Again strong easterlies prevailed and we had another month's wait to cross the notorious Mona Passage.

There are different approaches to crossing the Mona Passage. For those wishing to sail, a force 3-4 northeasterly using the nighttime lee of both the Dominican Republic and Puerto Rico will have you across in about 30 hours. Contrary currents are to be expected. The Hourglass Shoals are to be avoided as the Puerto Rican Trench is one of the deepest in the world and seas can pile up in this area. We had settled conditions for our trip across and made good time.

Once in Puerto Rico you can navigate the south coast; getting up early at daybreak or before and traveling ten or 15 miles or so until the trade winds kick in. This is a great way to see the island. Before you know it you will be in the Virgin Islands and ready to turn south to the Leewards and Windwards.



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

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# THE **TWIN** REALITIES OF THE ATLANTIC RALLY FOR CRUISERS 2011

BY CAP'N FATTY GOODLANDER

**T**here are two schools of thought on the ARC. The first is that its continued success since 1986 speaks for itself. It is profitable. It is worthy of investment. It is worthy of expansion. Even better, its satisfied customers return—many of them year after year. It is the largest (race? rally? cruise?) organized transoceanic sailing event ever staged, with 234 vessels participating in 2007 and nearly 5,000 overall during the intervening 26 years. Nearly 20,000 people have transited the Atlantic to St. Lucia while being



Safety equipment inspector Joel Chadwick on Longbow (GBR)

PHOTOGRAPH BY CLARE PENGELLY



shepherded by the ARC, including more than 800 children. Over 12 million nautical miles have been logged. This year alone there are 30 multihulls, making it the largest transoceanic-gathering of sea spiders ever. (Even more interesting, 25% of those multis were built in 2011—demonstrating just how new and fast-growing this industry is.)

While many of the yachts are brand-spanking-new, a few are not. They are classics, like the 17.6m (58ft) *Thalia* of Great Britain. She was built in 1889.

Clearly, the ARC provides a major economic boost to both the Canaries and St. Lucia. Over \$2m is pumped into Las Palmas, for instance, mostly on marine services, 640 hotel nights, and 1,100 air flights. St. Lucia benefits as well—not only in the international press as a premier tourist destination, but as a prestigious marine yachting center. And even more sailors fly out of St. Lucia than fly into the Canaries.

Participating ARC vessels are from 28 different countries, with crews representing more than 40 nations. Entries vary from 28ft to around 100ft. Value of the vessels? Who knows? But in the early days entries might have been purchased for around \$10,000, and a few of the current ones might need an additional three zeros tacked onto that number.

The youngest skipper was 14-year-old Oscar Lindahl aboard *Sanibel*, and the oldest was 78-year-old Aubrey Long on *Solitude*.

The largest nationality is, in 2011, Great Britain, with 84 vessels, followed by Germany (26) USA (17) Norway (13) France (12) Netherlands (11) Italy (9) etc. The most popular boat manufacturers were Jeanneau, Beneteau, Swan, Hallberg Rassy, Lagoon, Dufour, Bavaria, Oyster, X-yachts, Amel, Catana, Moody, Discovery, Hanse, Ovni, and Privi-

lege in that order. The most popular monohull is a Sun Odyssey 54DS. In the multiclass, Lagoon 560 takes it.

There were 12 female skippers in 2011.

While the accent is clearly on the social side, there is also a safety component. Vessels are required to carry certain safety gear, a satellite transponder, and pass a safety inspection.

One thing that is undeniable is the building enthusiasm—almost frenzied excitement—as the start slowly draws near. There is literally an explosion of last minute buying as SSB radios, water-makers, and solar panels are tossed aboard.

There is plenty to do during the two-week run-up to the event: endless sponsored parties, of course, but educational seminars also. (The author attended the rigging, weather, and emergency management seminars but sadly missed a dozen others—two by his old Caribbean pal Don Street.)

There are even helicopter rescue shows and liferaft demos during which you can dive into the swimming pool and board the raft. (Tip: it isn't easy clambering into a liferaft and the motion is quite pukable, even in a resort pool!)

Perhaps the most amazing thing, at least from an outsider's view, is how many ARC participants seem to get addicted. Many return year after year.

Dozens of vessels proudly display dozens of flags from previous years.

Of course, not 100% of the fleet is 100% happy with the administration of the event but there is an astounding level of customer satisfaction. "We're glad we did it—we made friends to last a lifetime!" is an oft-heard comment.

"It gave us a level of confidence and assurance that we lacked," is another.

"They took care of all the petty details of clearing in and out, etc, and we were able to concentrate solely on the truly important thing—having fun!" is yet another.

Jimmy Cornell—a well-known BBC commentator, yachting journalist, marine author, and circumnavigator—was the original founder of the ARC, with his buddies Don Pedro and Juan Francisco Martin. Jimmy is an extremely active and effective international sailor with tons of energy. The ARC was 'his baby' for many years. But he eventually sold it to the World Cruising Club to better concentrate on his web portal noonsite.com and his publishing business.

What is the World Cruising Club? What are its over-all aims, other than to be profitable?

Let's start by looking at the sailing rallies it currently owns. There is the ARC, of course, and also the ARC Europe (the return west-to-east race), the World ARC for global circumnavigators, Rally Portugal, and the Caribbean 1500 as well. Besides all this, the organization conducts in-depth training in the UK, Germany, and the US to prepare individuals with the skills necessary to take part in such events.

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The fact that the ARC and its sister rallies have value is undeniable. However, there's also a flip side to such events. Not everyone in the marine community considers them a positive development.

For one thing, mariners have been jumping off from the Canaries since before Christopher Columbus. The reason that Jimmy Cornell decided to stage the event from Las Palmas in November is because this is the best location and time to start a transatlantic crossing. But many transatlantic sailors are now feeling as if they have second-class status—that they are being referred to as 'the ARC crashers' for wanting to cross the Atlantic at the proper, traditional time.

This isn't, perhaps, the fault of the ARC organizers who have never taken such a position, publicly or privately. However, there is a building awareness of the impact that such commercial sailing events have within the marine community—and not everyone is 100% behind 'pay to play'.

"Rally participants point to the fact that they have a regular radio net and stand-by to assist each other at any moment—without fully realizing that is just how the international cruising community conducts itself. You don't have to pay some organization to be able to help your fellow yachtsmen—that the one concept (helping) should have nothing to do with the other (paying)," remarked a British sailor.

Other naysayers maintain that the mostly newbies taking part honestly believe that, since their shiny vessels have 'passed' the ARC safety inspection, they are safe. Approved. Seaworthy.

The rally brochure repeatedly offers them a 'stress-free' passage—so why should they worry?

Could the huge glass windows or the massive sliding doors on some of these new boats be a hazard in a gale? No, because their boat is ARC approved and it has approved gear, and its skipper is approved—even the credit card is approved!

Perhaps the real division here is a psychological one: some rugged individualists think of sailing as the ultimate freedom—while others shun the entire man-against-the-sea concept and happily embrace the 'buddy-boating' idea.

A few experienced sailors question this 'safety in numbers' concept offshore altogether. It certainly didn't help Phillip Hitchcock of the Formosa 51 *Toutazimut* to be surrounded by other vessels as he drowned while tethered to his own yacht during the 2002 ARC. (There have been only two ARC fatalities. In 2007, skipper John Thompson never recovered consciousness following a severe head injury onboard. The rally's overall safety record is undisputedly good.)

The fact that ARC boats carry mandatory transponders could certainly be an advantage in some instances—but how often? When? In what way?

Yes, the SAR helicopter demo was fun-for-the-kiddies—but with an effective range of about a hundred miles, most ARC boats will sail beyond its limited range in the first 24 hours. Has it ever actually rescued anyone in the ARC?

Perhaps what most concerns the offshore traditionalist is this: if everyone applauds the ARC as being 'safer' than normal ocean cruising—isn't normal cruising, by definition, more dangerous? Might not larger user fees to cross oceans save lives? Or limiting offshore vessels to a minimum cost of \$250,000? Or a mandatory length of, say, fifty feet LOA? Why not, like they do on many lakes in Germany, just limit yachting to the wealthy?

"These rallies are just figuring out a way to charge for what is free," said one grumpy old sailor with a scowl, "and, of course, hyping the fear—which is fine, as long as they don't start claiming that it is safer to cross with 250 inexperienced vessels ramming into each other—than one solitary one which is not."

So the debate between organizational types and loners continues unabated.

The bottom line is that for-profit races, rallies, and convoys are becoming more common. In the case of the ARC, at least, participants are bringing back positive reports. It is a service. People want to use that service. It comforts them. They vote with their wallets.

Is the 'freedom of the seas' concept under stress? Yes. Will it disappear tomorrow? Probably not.

The global marine community, like so many other diverse groups that lack political clout, are experiencing rapid change—for better and for worse.

Special interests are eyeing the playing field, looking for profitable opportunities—and hoping to set up territories and monopolies. The goals of corporations and their customers are not always identical—nor should an informed public expect them to be.

Hence, the dual reality: some Caribbean sailors look at the ARC flag proudly flying from the forestay and think, "Wow! There's a real sailor!"

Others are more conflicted.



*Editor's note: Capt'n Fatty and Carolyn are currently sailing west across the Atlantic. Checkout Fatty's latest book: Buy, Outfit & Sail - a book for the truly frugal sea gypsy.*

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*Cap'n Fatty Goodlander lives aboard Wild Card with his wife Carolyn and cruises throughout the world. He is the author of Chasing the Horizon by American Paradise Publishing, Seadogs, Clowns and Gypsies, The Collected Fat, All At Sea Yarns and Red Sea Run. For details of Fatty's books and more, visit [fattygoodlander.com](http://fattygoodlander.com)*

# COSTA SMERALDA SUPERYACHT REGATTA

IN THE SHADOW OF THE ARC

BY BARRY PICKTHALL

While the 217-boat fleet taking part in the Atlantic Rally for Cruisers (ARC) was the Canary Islands' show-stopper, another Atlantic regatta got underway from Santa Cruz de Tenerife the following day, November 21st.

As the name suggests, yachts taking part in the Transatlantic Superyacht Regatta - Transatlantic Maxi Yacht Cup are rather different to most of the boats taking part in the ARC.

Organized by the Yacht Club Costa Smeralda (YCCS) and the International Maxi Association, and bound for the new YCCS Caribbean headquarters in Virgin Gorda, the fleet included some of the fastest and most luxurious yachts around.

Although eyes were on the two new-builds, the 66-meter *Hetairos* – the largest boat in the fleet – and the 50-meter *Zefira*, it was nice to see veteran yachtsman Sir Peter Harrison's Farr 115 *Sojana* heading out on yet another Atlantic adventure.

Also taking part were two Wally yachts, *Indio* and *Kenora*; the Swan 80 *Emm* and the Swan 82 *Grey Goose*, and the X-Yacht *Karuba 5*.

The weather would determine crossing times for both the ARC and the Superyacht Regatta. The last few years have seen fairly light trade winds during late November and December. However, given the right conditions, Yacht Club Costa Smeralda said one of the maxis could make the crossing in eight days.

Weather routing would be crucial with both west-bound fleets searching for wind while comparing the shorter rhumb line course with the longer more southerly trade wind route.

Having dealt with large areas of calms on the southern route in 2010, this year forecasters said that winds looked promising although the long range forecast predicted lighter winds during the final approach to the Caribbean. ⚓

PHOTOGRAPH COURTESY OF JILL CAMPBELL/  
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# YACHT RIGGING PART 1

## DESIGN PARTICULARS

BY ANDY SCHELL  
PHOTOS BY MARIA KARLSSON



Prepping Arcturus' new rig for stepping in Annapolis



Arcturus' original single-spreader rig

**M**uch like the adage about air travel that states 'so long as you have your wallet and your passport, you'll make it', successful bluewater sailing relies on two of its own simple principles: keep the rig up and the water out. Understanding yacht rigging, from an engineering perspective, should be of utmost importance to anyone heading offshore.

A good yacht designer designs the rig around the hull itself – they work in concert to create a particular sailing experience. The implications, of course, are that there is usually a reason a particular boat has a particular rig, and there is usually no good reason to change that.

**Why?** Fundamentally, a sailing boat rig begins with an understanding of the forces at play on the hull. *Righting moment* –

the resistance to heeling, or the amount of energy, measured in foot-pounds, needed to return a heeled boat to an even keel – is the key measurement in rig design. *RM30* refers to the amount of force exerted on a hull heeled thirty degrees, generally considered the most that it will undergo in normal circumstances. This number is derived from a formula based on waterline length and hull displacement. A safety factor is added to *RM30*, resulting in more or less the largest loads that the rig will have to endure (this safety factor is dependent on the boat's intended use – offshore cruisers will generally have a higher safety factor than an all-out racer, for example). A boat with a Max-RM of 20,000 ft-lbs. (including the safety factor) would then require a rig able to withstand those forces.

Basically, a yacht's rig consists of a few separate pieces working together – spars, spreaders, the wire that supports

them, chainplates and the hull itself. Like a chain, a rig is only as strong as its weakest link.

Yachts can have a deck-stepped mast or a keel stepped mast. Designers will argue about the merits of each, but the differences are quite simple – a deck-stepped mast must be of a larger section, and is therefore heavier (and stiffer) as it is supported at less places along its length. Keel-stepped masts can be bent more easily by a backstay adjuster, and are lighter, as the section can be smaller (the partners, where the mast goes through the deck, essentially act as an additional set of spreaders).

Similarly, for spars of the same length, single-spreader masts must be of a heavier section than masts with two sets of spreaders. The issue is unsupported length – single-spreader spars have two longer unsupported lengths, while double-spreader rigs have three shorter ones.

Double-spreader rigs allow for a narrower footprint – their chainplates can be mounted further inboard on the hull, allowing for tighter headsail sheeting angles. It is all about angles. Where a shroud terminates at the mast, an angle of less than about twelve degrees would exert too much compression on the spar itself and provide too little lateral support for the mast. This is why spreaders are used in the first place (and why they are often not seen on old schooners – those boats, often gaff-rigged, were wide enough at the deck, where the chainplates were attached outboard, and had masts short enough so that their shroud angles were in fact greater than twelve degrees even without spreaders).

A logical question now presents itself: Why not 'modernize' a classic yacht with a narrow, multiple-spreader rig that would allow for tighter headsail sheeting and subsequently closer tacking angles? The short answer: simplicity. More

spreaders mean more connections and more potential problems. The long answer brings us full-circle. The older hull designs of those yachts would not be able to maintain those sailing angles anyway. The rig must fit the boat – the original design, having taken all of those factors into consideration, is usually the best. That said; removing weight aloft from any rig will improve sailing performance, regardless of design.



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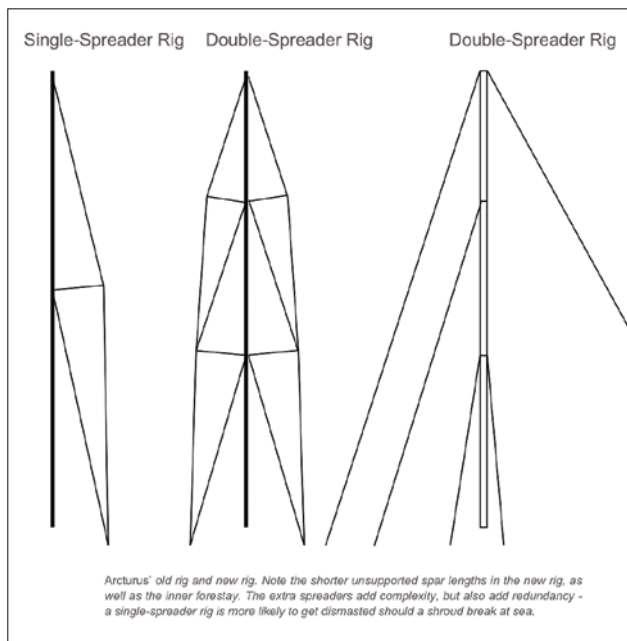


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**Modifications:** Certain design elements are lost in translation when in the hands of a (usually) cost-conscious builder. This is where the sailor with a keen eye can notice deficiencies in both yacht and rig design.

Take for example chainplate placement. Shroud angles at the deck determine where chainplates should go. Chainplates, usually of stainless steel, should be designed and installed to remain perfectly in line with the pull of the shroud they support. Fore and aft lowers, for example, meet the deck both at an angle fore and aft, and also at an angle athwartships. The chainplates, therefore, should be tilted inboard and either fore or aft to compensate. However, most chainplates, especially on older boats, are installed vertically on an inboard bulkhead. The shroud then exerts force sideways to the metal, causing undue stress and shortening their useful life. My own Allied Seabreeze suffered from this basic design flaw, which we rectified before sailing her across the Atlantic, by mounting new chainplates outboard on the hull, angled correctly fore and aft and pre-bent inboard at the proper angles. A Pacific Seacraft, on the other hand, is a good example of a boat with proper chainplate design straight from the drawing board.

Next issue we will take a look at rigging in practice, in particular inspecting a rig prior to an ocean crossing. 

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](http://fathersonsailing.com)

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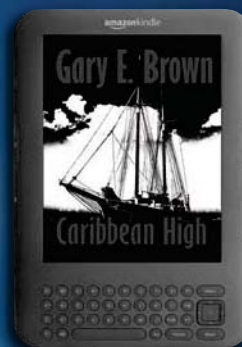
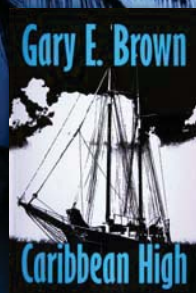
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# CARIBBEAN REGATTA PREVIEW PART ONE

JANUARY – MARCH

BY CAROL M. BAREUTHER

PHOTO: CASA DE CAMPO

Casa de Campo Sailing Week



Sailors from around the world come to the Caribbean each winter for warm temperatures, dependable trade winds and some of the most fun and competitive regattas. Here's a preview of what's new:

## JANUARY

**January 21:** Mount Gay Rum Round Barbados Race. One goal: to break round-the-island records and go down in history! Classes include monohulls (three classes by length), multihulls; classics, single-handed and double-handed. Regatta Village parties in Bridgetown's Independence Square. [www.mountgayrumroundbarbadosrace.com](http://www.mountgayrumroundbarbadosrace.com)

**January 27-29:** Superyacht Cup Antigua. Eighty-plus-foot yachts race 'bucket-style' off Antigua's south coast with parties nightly in Nelson's Dockyard. "We expect 12 entries," says organizer, Paul Deeth. Organized by the Superyacht Cup team from Palma, Mallorca, yachts not taking part in the friendly 'Cook off' competition will lose a point this year! [www.thesuperyachtchallenge.com](http://www.thesuperyachtchallenge.com)

**January 27-31:** Grenada Sailing Festival 2012 – Camper & Nicholson's Racing Series. Top-quality racing provides a great tune-up for the Caribbean's race season ahead. Entries include *Charisma*, a 57ft classic racing sloop; *IDEA*, a Reichel Pugh 78; and the UK's race charter GirlsForSail's Elan 37, *Diamonds Are Forever*. Racing continues the next weekend (February 4th and 5th) with the Work Boat Regatta and the Junior Dinghy Sailing Championship on Grand Anse Beach. [www.grenadasailingfestival.com](http://www.grenadasailingfestival.com)

## FEBRUARY

**February 7-12:** Casa de Campo Sailing Week. Over 40 yachts from the Caribbean, US, Europe and South America will race in this now week-long regatta. Professional juries and race officers combined with challenging courses along the Dominican Republic's south coast and small offshore islands, make this a 'must-do' regatta. "We will also welcome the first Hispanidad Mona Passage, a feeder regatta that will depart from Ponce, Puerto Rico, on January 28th to Marina Casa de Campo," says organizer, Rafid Ynirio. [casadecamposailing.com](http://casadecamposailing.com)

**February 10-12:** Trinidad & Tobago Sailing Association Trinidad Carnival Regatta. Every participant gets a taste of Carnival at this four-day regatta sailed out of TTSA's superb marine facilities in Chaguaramas. In addition to race boats, says organizer Simone Brown, "we are also targeting cruising and charter sailboats. The re-opening of The Moorings charter facility in Grenada provides a good opportunity for the charterer and casual racer to come and enjoy Trinidad and Tobago." [www.ttsailing.org](http://www.ttsailing.org)

# Caribbean Regatta Preview Part One



PHOTO: DEAN BARNES



PHOTO: ST. MAARTEN HEINEKEN REGATTA

**February 17-19:** Sweethearts of the Caribbean & Classic Yacht Regatta. Possibly the Caribbean's only Schooner race! What makes this West End Yacht Club (WEYC) of Tortola event special, says organizer Mike Kirk, "is the alfresco spirit combined with the always unexpected turnout and parties that we have at our Fungattas." Jolly Roger hosts the post-race party. Everybody wins a prize.

Contact: Commodore Martin van Houten: [martin@sail-sistership.com](mailto:martin@sail-sistership.com)

**February 20:** Caribbean 600 Race. IRC and CSA-rated yachts and multihulls are welcome in this 11 island, 600 mile circumnavigation that starts from English Harbour, Antigua. Over 30 yachts, swift-sailing maxis, TPs, Swans and superyachts will compete. Live tracking via Yellowbrick. <http://caribbean600.rorc.org>

**February 24-25:** Around St. Maarten/St. Martin Multihull Regatta. Over 25 multihulls-only set sail in this 3rd annual event. "It is laid back and beach style although the racing will be fierce with at least seven Formula 18 beach cats in a one-design class expected on the start line set close to shore so spectators can watch," says organizer Mirian Ebberts. [www.multihullregatta.com](http://www.multihullregatta.com)

**February 23-26:** South Grenada Regatta. Match Race! Eighteen teams will race identical boats (Sunsail 39s or 41s) in Clarke's Court Bay in two round-robins and Finals on February 24th. Two days of fleet racing follow. Held out of Le Phare Bleu Marina, organizer Lynn Fletcher says "two of the races finish in the Bay so everyone can enjoy seeing the sailing action." [www.southgrenadaregatta.com](http://www.southgrenadaregatta.com)

## MARCH

**February 28-4:** St. Maarten Heineken Regatta. The Budget Marine Match Racing Cup on February 28th and Gill Commodores Cup on March 1st kick off the racing, followed by the main three-day event which features a unique combination of professional racing, signature parties and star-studded concerts. "With over 32 countries represented by the participants this event has become the largest International regatta in the Caribbean," says organizer, Heather Tackling. [www.heinekenregatta.com](http://www.heinekenregatta.com)

**March 9-11:** St. Croix International Regatta. New dates, more distance racing and the new 'Island Challenge' mark this 20th anniversary event. "Off-island racers reporting the fastest passage from their island to St. Croix on corrected time will receive a refund of their registration fees," says organizer Kionie Pedrini. [www.stcroixyc.com](http://www.stcroixyc.com)



St. Maarten Heineken Regatta



Puerto Rico Heineken International Regatta

PHOTO: BOB GRIESER



International Rolex Regatta

PHOTO: DEAN BARNES

**March 9-12:** Dark & Stormy Regatta. Race from Beef Island to Anegada and back. "This year's race marks the climax of our four-race series for the Gosling Cup sponsored by TICO and Goslings," says WEYC's Mike Kirk.

Contact: Commodore Martin van Houten: [martin@sail-sistership.com](mailto:martin@sail-sistership.com)

**March 16-18:** Puerto Rico Heineken International Regatta. Exceptional facilities at Palmas del Mar Resort, race courses that challenge sailors of all ages, one of the best Race Management programs in the Caribbean and great nightly parties highlight this regatta. "There will be hot racing in beach cats this year, plus a new 'overall' prize for the combined J/24 and IC24 classes where the skipper wins his or her weight in Heineken," says organizer, Angel Ayala. [www.prheinenregatta.com](http://www.prheinenregatta.com)



**March 22-25:** St. Barth's Bucket Regatta. Over 40 of the latest superyacht designs and true classics have accepted invitations to race. New, says organizer Peter Craig, "Four J Boat classics will be featured in a race within the race, as they vie for over all Bucket honors as well as J Boat bragging rights. *Endeavour*, *Hanuman*, *Ranger* and *Velsheda* will be part of a spectacular fleet that will race around the beautiful island of St Barthélemy." [www.bucketregattas.com/stbarths](http://www.bucketregattas.com/stbarths)

**March 23-25:** 39th International Rolex Regatta. You don't need to BYOB (bring-your-own-boat) to race. "We can help secure your fully capable ride," says organizer, John Sweeney, "where you'll be tested over three days with multiple starts on three separate, picturesque race areas against high-caliber IRC machines like the STP65 *Equation* (formerly *Rosebud*), IRC 52 *Vesper*, and GS 46 *Antilope* and the CSA cruisers such as the J/36 *Cayennita Grande* or the J/122 *Lost Horizon*. [www.rolexcupregatta.com](http://www.rolexcupregatta.com)

**March 26-April 1:** BVI Spring Regatta & Sailing Festival. A number of last year's 40th anniversary initiatives will continue to make this regatta great for the next 40, including the Gill BVI Match Race Championship, March 28th – 29th. "Our relationship with the Chicago Match Racing Center has provided us with an experienced race committee to ensure the match racing is run in top form," says organizer, Judy Petz. The Classics Class will also once again be a part of this "Friendliest Regatta in the Caribbean." [www.bvispringregatta.org](http://www.bvispringregatta.org)



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

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# PUERTO RICO HOSTS ISAF ANNUAL CONFERENCE

## COUNCIL DISCUSS THE FUTURE OF SAILING

CAROL M. BAREUTHER REPORTS



PHOTOGRAPH BY MERCEDES RIOS

Delegates included (from left) His Majesty King Constantine of Greece – ISAF President of Honor; Raúl Rios de Choudens, Ambassador for ISAF Youth Trust, and ISAF President Göran Petersson

Puerto Rico, the Caribbean and the entire Americas scored a first last November by serving as the host location of the International Sailing Federation's (ISAF) Annual Conference. The November 3rd – 13th meeting, based out of the Caribe Hilton in San Juan, brought together the ISAF Council, Committee and Commission members along with other global movers-and-shakers in the sailing world to discuss and decide the key issues that will affect the future of sailing.

"I think we were chosen over Australia, Denmark and Taipei for three reasons," says Eric Tulla, one of ISAF's Vice Presidents as well as past president of the Puerto Rico Sailing Federation. "First, we are thought of as a developing nation because of our small program, but we have a strong junior program. For example, Raul Rios won the Optimist World Championships in 2008. Secondly, ISAF desires to expand to different areas of the world, and third, our del-

egation and the Puerto Rico Tourism Company put on a reception at the ISAF meeting in Greece last year that was well received."

The result was Puerto Rico's destination selection, something even the mainland U.S. or Canada has never achieved. This choice is one that makes Club Nautico de San Juan Commodore, Gustavo Hermida, very proud.

"We are hosting over 400 sailors from around the world," says Hermida. "It is wonderful for Puerto Rico and the whole of the Caribbean."

One of the surprisingly new additions to the Conference was sailing itself.

"This Conference has been held in locations or at times of the year where sailing isn't possible," says Tulla. "We changed that."

The Club hosted an exhibition match race in San Juan Bay. Skippers who set sail in the November 8th event were Lotte Meldgaard-Pedersen from Denmark, Alfredo

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Ricci of Italy, and both Liz Baylis and Anna Tunnicliffe of the USA. Tunnicliffe was awarded the ISAF Rolex World Sailor of the Year award at the Conference, for the second time.

Gary Jobson, president of U.S. Sailing and past America's Cup sailor and commentator, narrated the match race held in San Juan Bay. He also led the U.S. delegation at the Conference.

"We discussed a whole variety of issues," says Jobson. "For example, there's a need to think beyond the sport as just the America's Cup and engage more people in sailing. The question then is how we get people to learn to sail. The more people who sail, the more people who will head to the next logical step – racing."

Some of the major issues discussed at the ISAF Conference included what equipment will be used in the 2016 Summer Olympics and the possible addition of kite-boarding; what will be included in the next edition of the Racing Rules of Sailing, which will be published in May 2012; and sites for major international regattas such as Busan, Korea for the 2013 ISAF Women's Match Racing World Championships and Langkawi, Malaysia for the 2015 ISAF Youth Sailing World Championships. The 2015 Pan American Games will be held in Toronto, Canada. The Soto 40, a South American build that is sailed in nine

countries and included in regattas such as the Audi Med-Cup, was also granted ISAF Class.

In addition to discussing global sailing issues, Caribbean representatives met and talked about issues important to the region.

Mercedes Rios, secretary of the Puerto Rico Sailing Federation, says, "We exchanged ideas and discussed similarities with other small countries with developing sailing programs. Specifically we talked with representatives from the Bahamas about the importance of the Caribbean developing the classes sailed at Central American Caribbean and Pan American Games, like the RSX, Snipe, etc. The 470 class is very interested in developing in this region through the International 420. They know we had excellent results in Optimists and would like a pathway for those sailors to continue into the Olympics."

Next year, the ISAF Annual Conference will take place in Dun Laoghaire, Ireland, making it a double header for the venue as it plays host to the 2012 ISAF Youth Worlds from July 12th to 21st.



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

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# CLUB NAUTICO DE SAN JUAN

## INTERNATIONAL REGATTA SET FOR FEBRUARY

BY CAROL M. BAREUTHER

PHOTOGRAPH BY RAQUEL TORRES ARZOLA



Optimists in action off the old city during Club Nautico de San Juan's International Regatta

**H**ot competition, superb sailing conditions and great fun on and off the water is what you'll experience at the 11th Club Nautico de San Juan's International Regatta (CNSJIR), set for February 3rd to 5th 2012.

"We expect over 100 competitors from the Caribbean, the USA, Latin America and the rest of the World," says regatta director, José 'Yoyo' Berríos. "Seventy participants were already registered by mid-November."

This number makes the CNSJIR one of the Caribbean's largest and most competitive dinghy regattas!

Classes offered include Optimists (Red, Blue, White and Green Fleets), Lasers (4.7, Radial and Standard), Sunfish and Club 420.

New – there will also be a one-design IC-24 class.

Racing takes place in San Juan Bay where temperatures reach a comfortable high in the low 80s and winds customarily blow 10 to 15 knots in February.

There's not just competition, but meals and drinks are included as part of the fun.

Hotels, restaurants, great shopping, sights and an international airport with direct flights to the Caribbean, Canada, U.S. and Europe are all nearby to the regatta venue at Club Nautico de San Juan, located at the entrance to historic Old San Juan.

Two nearby hotels are offering a special regatta rate on a first-come first-serve basis. These are the San Juan Beach Hotel, which is offering a special rate of \$99 per night plus tax ([www.sanjuanbeach.com](http://www.sanjuanbeach.com)) and the Caribe Hilton is offer-

ing ten rooms at only \$205 per night plus tax ([www.hilton.com](http://www.hilton.com). Group Code: REGA12).

Allied Car Rental ([corporatesales@alliedcarrentalpr](mailto:corporatesales@alliedcarrentalpr)) is offering a 50% discount on a vehicle during the CNSJIR.

The CNSJIR is an outgrowth of the Club's junior sailing program, which was launched in the 1970s by Andres Nevarres and strengthened in the late 1990s by then-Commodore Richard Christiansen and Ricky Adsuar. The program, which is now directed by Berríos, combines technical knowledge with practical hands-on sailing experience. It's a combination that definitely works. For example, the Puerto Rican sailors who won fleet and team racing awards at the 2008 Optimist World Championships were graduates of the program, as were six of the island's sailors who won five gold and one bronze medal sailing at the 2010 Central American and Caribbean Games in Mayagüez.

"We invite sailors to register online now," says Berríos. "We are truly committed to offering a great regatta."

The registration fee for entries prior to January 19th 2012 are \$110 for single-hand and \$140 for double-hand. Late registration for entries after January 19th and up to February 2nd 2012 are \$130 for single-hand and \$160 for double-hand.

For more information, to register or charter a boat, contact principal race officer, José 'Yoyo' Berríos, Email: [vela@nauticodesanjuan.com](mailto:vela@nauticodesanjuan.com), or Club Nautico de San Juan at: Tel: (787) 722-0177 or visit: [www.nauticodesanjuan.com/sailingprogram/regatta\\_int.htm](http://www.nauticodesanjuan.com/sailingprogram/regatta_int.htm)



Report submitted by Carol M. Bareuther.

# VIRGIN ISLAND CHARTER YACHT LEAGUE CULINARY CONTEST

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Winning Chef Debbie with husband Peter and her favorite book

**G**reat news aboard *S/V Good News* ... The winner of the November Virgin Island Charter Yacht League Culinary Contest held at the Yacht Haven Grande is—Chef Debbie ‘Debs’ Dickens.

The culinary contest provides an opportunity for yacht chefs to show their talents. The thrust of the contest this year was:

*Your charter guests will be arriving at your yacht early after-*

*noon (they missed lunch) and have requested some dishes that are nutritious and delicious or health smart. Especially, they are looking forward to enjoying Virgin Islands dishes.*

Debbie Jane Dickens was born in Durban, South Africa, in 1977. During her urban childhood, Debbie was a gymnast. In fact she thinks she double somersaulted into the world. For ten years she trained and competed nationally

and internationally on the South African gymnast team.

The middle child, Debbie's older sister is a doctor while her younger brother manages a hotel in Wales. This, she notes, makes her feel like the black sheep of the family.

After enough somersaults, Debbie took a four-year marketing degree at the IMM Graduate School of Marketing in Durban, where she matriculated early having crammed the last year's course into six months. On graduation, she worked as sales manager in a number of organizations. Transferred to Johannesburg, she was head-hunted by Stat Medical, where she became area Sales Manager.

Love at first sight! After a day spent sky diving, the future award-winning chef bumped into Peter Dickens, who invited her to go horse riding on his farm. Although she had never been on a horse, Debbie agreed. Her riding companion stayed at her side to ensure her safety and has been there ever since. In 2006, just six months after they rode out together, the couple married.

Debbie says she is very close to her parents, and that after finding out she was marrying so quickly, her father said: "Promise me one thing that if it doesn't work out you will go back to work in a year."

That was more than five years ago.

Having quit her job, Debbie joined her husband on his dude ranch ([www.satrails.com](http://www.satrails.com)) where her marketing skills became invaluable, organizing events, planning and catering meals.

Peter Dickens had always loved to sail and belonged to the Point Yacht Club in Hartebeesport Vaaland, Durban. He also owned two Mistrals. On day, while walking the dock, they saw the 56ft catamaran *Good News*. Knocking on the hull they met Michael Yaw, the owner. He was planning to take the boat down the Wild Coast of South Africa and across to the Caribbean.

After much discussion, the adventure-loving ranchers arranged for their business to be managed by long term, loyal employees and, in 2008, moved aboard to run *Good News*.

Passionate about food and cooking, Debbie says that she loves challenges and when taking on any project she is at her competitive best. To learn her culinary skills she attended cooking schools, studied, and learned a lot online. Her favorite T.V. show is *Iron Chef*.

In the galley, *The Flavor Bible*, by Karen Page and Andrew Dornenburg, is perused daily.

Besides cooking, Debbie enjoys photography, plays the saxophone and keyboard. The husband and wife team also are dive masters.

What makes it all worthwhile?

"We live life to the full and find the positive side to every event and always make time to help others," says Debbie. "We are blessed to have this life and have much to be grateful for."



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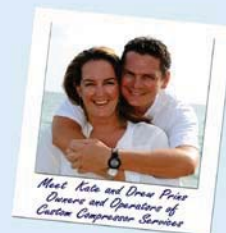
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**15ml Amaretto**      **100ml Orange juice**  
**15ml Grenadine**

Shake rum, amaretto, and orange juice with ice cubes and strain into a highball glass, pour over crushed ice. Top with grenadine and garnish with local fruit.



PHOTOGRAPH BY JAN ROBINSON

Tender goat  
curry served  
in toasted  
wedges

### GOAT CURRY

**1 loaf bread, white, sliced**  
**Whole spices**  
**1 star anise**  
**1 cinnamon sticks**  
**3 whole cardamom pods**  
**1/2 teaspoon fennel seeds**  
**1/2 teaspoon cumin seeds**  
**1/2 cup oil**  
**1 onions, chopped**  
**1 teaspoon ground coriander (seeds)**  
**1 teaspoon cayenne**  
**2 teaspoons turmeric/saffron**  
**1 teaspoon grated nutmeg**  
**1 teaspoon clove powder**  
**2 teaspoon fine black pepper**

**METHOD:** Brown your meat really well. Add onions, oil, ginger and garlic and fry until it's nearly glassy. Add the rest of your spices (excl. tomatoes and potatoes) Cook and stir continually so it does not stick to the bottom of the pan, +/- 15 min @ low heat. Add tomatoes and potatoes and pressure cook for 45 minutes. You may need to thicken the sauce base with some corn starch if it's too runny.

**THE BREAD:** Take four slices of the bread, butter all slices and stack them together. Cut the stack into triangular quarters and hold each small stack together with toothpicks.

### THE MEAT:

**1kg Goat**  
**2 tomatoes, medium, chopped**  
**4 garlic cloves, finely chopped**  
**2 teaspoons ground ginger**  
**6 curry leaves**  
**2 potatoes, large, in cubes**  
**cilantro (optional)**

Butter and grill on all sides. Take a melon-baller (or carefully use a knife) and make a hollow in each stack, leaving the bottom slice as a base. Scoop hot goat curry into the hollows and let it overflow for effect. Top curry with a dollop of your fruity mango chutney.

### FRUITY MANGO CHUTNEY RECIPE

**1/2kg mango and apples mix, peeled and coarsely chopped**      **250 gms ginger finely chopped**  
**1 cup raisins**      **1 clove garlic, chopped**  
**1 cup sugar**      **1 tsp salt**  
**3/4 cup vinegar**

Mix all ingredients and bring to a boil. Reduce the heat and simmer for about 45 minutes until the mixture thickens.

### MANGO SORBET

**5 large mangoes**  
**1 1/2 cups sugar**  
**1 1/2 cups water**  
**1 cup fresh lime juice**  
**zest from 2 limes**  
**1 tbs grated ginger**

Blend all ingredients and place into a freezer safe bowl. Freeze for 8 hrs, but stir it every 30 min for the 1st 4 hrs to prevent the formation of ice crystals.



Dessert:  
Mango Sorbet

PHOTOGRAPH BY JAN ROBINSON

## WINNING CHEFS:

**1ST:** Debbie Dickens, *S/V Good News*  
**2ND:** Rob Thunder, *S/V Sweetest Thing*  
**3RD:** Kathy Ray, *S/V Windstar*

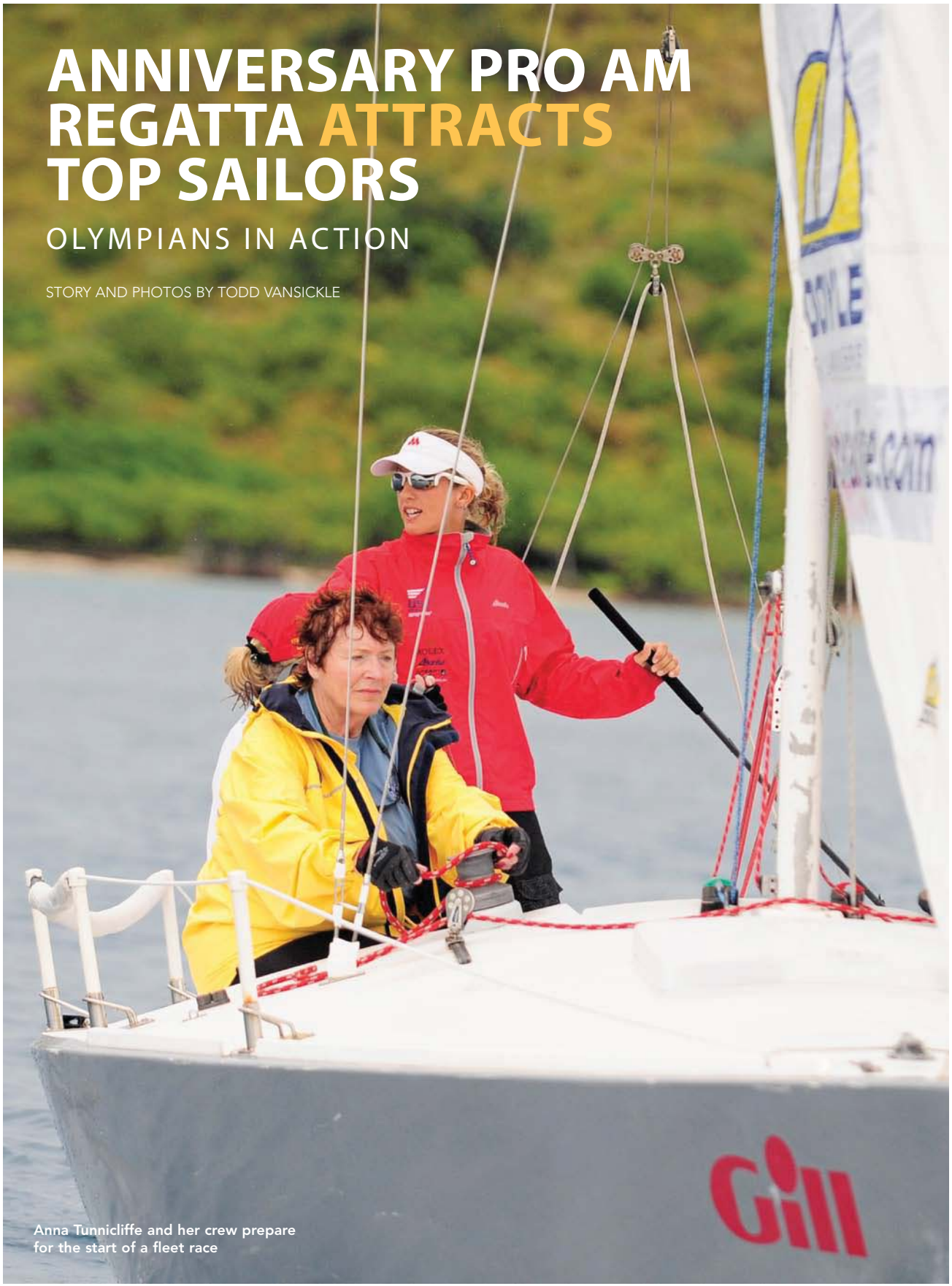
The event was sponsored by: *All At Sea Magazine*, *Gourmet Gallery*, *Dionysus Wine Distributors, LLC*, *Belgian Chocolate Factory*, *Bimini Bay Resort (Bahamas)*, and *Ship to Shore Cookbooks*.

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

# ANNIVERSARY PRO AM REGATTA **ATTRACTS** TOP SAILORS

OLYMPIANS IN ACTION

STORY AND PHOTOS BY TODD VANSICKLE



Anna Tunnicliffe and her crew prepare  
for the start of a fleet race

**T**he Bitter End Yacht Club played host to Olympians, World Champions and America's Cup sailors during the 25th anniversary of the Pro Am Regatta on October 29 to November 5th.

More than 70 sailors participated in the weeklong regatta, where they got an opportunity to learn from seven professional sailors.

Olympic gold medalist Anna Tunnicliffe was taking part in the regatta for the third straight year. She considers it 'vacation sailing' and less stressful than her 'regular' sailing schedule. When she wasn't on the water competing, she was sightseeing with her father, who accompanied her on the trip to the Caribbean.

She is usually racing on the international Olympic scene, where everyone is trying to win a gold medal.

"That racing is very intense all the time, you cannot lose a race," Tunnicliffe said.

She said dropping a race at the Pro Am Regatta is not the "end of the world," and enjoys sharing her knowledge of the sport with others.

However, she acknowledged the abundance of professional and seasoned skippers that were sailing in the event. This year's pros included Peter Holmberg, Ed Baird, Dave Ullman, Andrew Campbell, Zach Railey and Tom Lee.

"There are a lot of good pro skippers here," Tunnicliffe said. "A lot of whom I look up to. For me to come and race against them is a huge honor. It gets very exciting and intense. I get nervous sometimes when I am racing against Ed Baird or Peter Holmberg."

The Americas Cup AC 45 schedule conflicted with this year's Pro Am Regatta resulting in two professional sailors – Paul Cayard and Russell Coutts – not attending the event. Both have attended and won the Pro Am Regatta in the past.

"They are no strangers to the event, it is just unfortunate that they couldn't make it this year," Regatta Chairman and Director of Sales and Marketing for BEYC John Glynn said.

There were more crews than boats leaving sailors to take turns racing, while others waited on a large committee/spectator boat. Glynn said this was an opportunity for sailors to converse while watching the regatta. The event featured both fleet and match racing.

Anna Tunnicliffe sailed with 16 different sailors throughout the week. Each professional sailor has a different sailing style, she said.

"Everyone is super keen to help out as much as they can. If I say something, they are very interested in what I have to say. But a lot of them are very good sailors in their own right. I usually don't have to say anything and let them do their jobs. It is like sailing a regular race; everyone has a job to do. I let them do their job and they let me do my job. Everyone gets along. It is a learning experience for everybody."

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Anna Tunnicliffe and crew. Robin Stout, middle, has participated in the Pro Am Regatta for the past three years

Robin Stout of Redondo Beach, California, has been participating in the Pro Am Regatta for the past three years.

"Anna (Tunnicliffe) and Zach (Railey) are my favorites, especially Anna," Stout said.

She favors Tunnicliffe because they are both match racers.

"She has an amazing amount of patience," Stout said. "She will constantly talk to us and coach in a delightful way. She is always telling us what she is about to do – when a boat does this, we do that. It is a learning experience. Everyone walks off her boat with a smile. She is a doll."

She said the Pro Am Regatta is her "fantasy camp." The experience and techniques that she learns from the regatta are put to use in events she competes in back home.

"It is a summer camp for adults," Stout said.

Selecting professional skippers means more than just having an impressive resume, according to Glynn. He said organizers look for personalities that "fit."

"They are genuinely nice, real people," Glynn said. "And they are enthusiastic about spreading their love of the sport with regular sailors."

It isn't uncommon that the professional sailors develop 'life-long bonds' with other sailors, whether it is through e-mail or phone, he added.

However, over the years there have been some professional sailors that didn't work out or fit in with the Pro Am Regatta.

"They are now not here for a reason," Glynn said.

The regatta continues to be a unique and successful event because of the venue and its sailors, according to the regatta chairman.

"There is really nothing like it, at least not at this level," Glynn said. "Regular sailors or weekend warriors can actually go racing with a world champion or an America's Cup sailor. And do it in an environment where it is real racing and a learning experience."

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

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# THE 15TH ANNUAL FOXY'S CAT FIGHT REGATTA

MORE HULLS, MORE FUN!

BY CAPTAIN MARK DENEBEIM



The author's Island Spirit 37 *Sanctuary*

'P'urfect' is the only way to describe the sailing at the 15th Annual Foxy's Cat Fight Regatta, held every year on the Saturday coinciding with Halloween; this year October 29 2011 at Jost Van Dyke, BVI. Two glorious races, sailed in 15 to 20 knot winds with flat seas and clear skies, began at 11am with the last boat finishing around four in the afternoon.

Each race started in front of Great Harbour. The first race took the yachts to the east, with the fleet rounding Sandy Cay to port, before heading back to the finish. The second race left Sandy Cay and Great Thatch Island to starboard and then rounded an upwind yellow buoy to port, before concluding with the same downwind finish. The staggered starts, held one minute apart, help prevent collisions among the 14 multihulls and one mono hull (yes, 'dogs' are now invited), ranging in size from 31 to 46ft in six classes.

The regatta's attitude is to be found in the race instructions, which declares: This is an F class race, F as in FUN! They also warn that all protests must be accompanied by a \$100 fee, to be used to purchase drinks while the combatants come to a satisfactory conclusion.

The fun started the evening before the race as over 30 friends from the travel blog, Travel Talk On Line (TTOL), boarded the *M/V Catitude* for the Second Annual Painkiller Contest. Prizes were given based on two categories: Taste and Presentation. For the second year in a row, Capt. Jim of the Privilege 45 *Blue Moon* won for Taste; but the big surprise was the erotic 'Painkiller Sandwich' performed by two female crew from Capt. Mark's Island Spirit 37 catamaran *Sanctuary*. Combined with a second in the Taste category, Capt. Mark won Best Painkiller Overall. Free dockage at Leverick Bay, Julian Putley's *Drinking Man's Guide to the BVI*, and a bottle of rum were his rewards.

# YACHTBLAST

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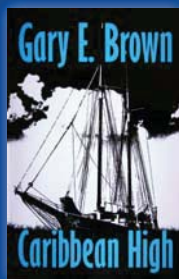
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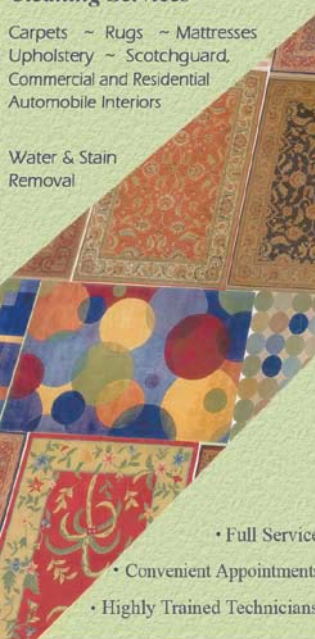
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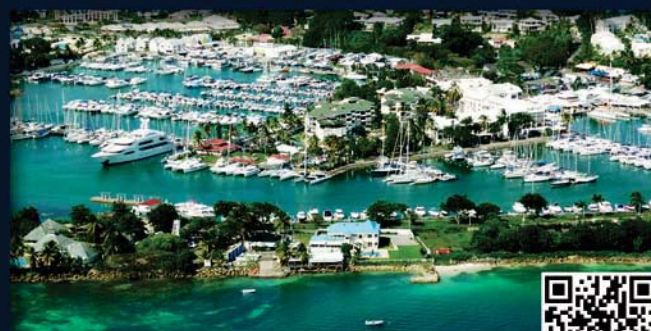
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Host Foxy Caldwell was at his finest; singing and playing guitar all afternoon on Friday and dancing and hanging out with patrons Friday night; a rare but welcome nighttime appearance for one of the BVI's legendary characters.

Foxy and Dave Cooper conceived the catamaran regatta idea when cats became the bareboat of choice in the mid 1990s.

After the race, awards were presented: *Natural Mystic*, a Moorings 4600 with Josh Mazur driving, took first in the over 45ft class; captured the coveted 'Baddest Cat' award and received a case of rum for their efforts. Other class winners included *Catatonic* (Dirk Delo) in the 40-45ft class, *Free Spirit II* (Mike Kneafsey) in the under 40ft class, with *Happy Hour*

(Spencer) and *Far Cry* (Kyle Koopmans) winning the single entrant 'Day Cat' and newly ordained 'One Legged Cat' classes.

The \$40 entry fee benefits The Jost Van Dyke Preservation Society and almost every boat received a prize, mostly meals for four at local restaurants including *Gertrudes*, *Soggy Dollar* and *Foxy's*. The case of rum was donated by long time sponsor, The Catamaran Company.

After a tasty BBQ dinner, the always wild and entertaining Foxy's Masquerade Ball ensued. Great costumes and some not-so-great dancing packed the ballroom to the sounds of *Shango*, Foxy's son Dean's house band. Raffle prizes, organized by TTOL members and the BVI fanatic Mark 'Saildoggie' Paulson benefited VISAR. Costume prizes for Group, Scariest, Sexiest, and Child, were also awarded.

The race committee, led by Martin Van Houten, has set Saturday November 3 2012 for the 16th Annual Cat Fight. Register the night before or the morning of the race at Foxy's. For details, email: martin@sailsistership.com

Captain Mark Denebeim offers charters and is writing articles and his memoirs aboard *Sanctuary* while sailing throughout the Caribbean. For more information visit [www.oceanbreezetours.com](http://www.oceanbreezetours.com) and [www.islandpartyspots.com](http://www.islandpartyspots.com)

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# CARIBBEAN 1500

## YACHTS ARRIVE SAFELY AT NANNY CAY, TORTOLA

**A**fter storms delayed the start of the Caribbean 1500, a steady trickle of participating yachts began arriving at Tortola's Nanny Cay Marina in late November. At press time, 25 yachts had docked and been given their welcome rum punch by new race organisers UK-based World Cruising Club. The World Cruising Club took over the rally from founder Steve Black and his Cruising Rally Association earlier this year and is looking to continue and expand on the success of the event.

The fastest boat to finish was *Fat Cat*, John Winter's 24-metre Morelli, which completed the journey from Hampton, Virginia, in just less than six days. They were shortly followed by *Blackbird*, a Tripp 78 skippered by Michael Reardon, who took the overall win on corrected time ahead of *Celebration*.

"The start of the race was delayed by four days, which was frustrating for everyone," commented World Cruising Club event staff Andy Schell. "However, it was a sensible decision, considering how Tropical Storm Sean developed, and we are very pleased that all the crews in both the Bahamas and BVI classes made a safe passage and are now enjoying the fun

events and activities that have been laid on."

For the first time, the arriving boats were able to clear BVI Customs in Nanny Cay, where previously they had to make an additional stop at Soper's Hole. "After sailing non-stop for ten days, most crews are exhausted and looking forward to getting on dry land. With this in mind we were very pleased to partner with BVI Customs to bring them on-site," said Nanny Cay general manager Miles Sutherland-Pilch. "

This year the Caribbean 1500 organized a number of different events for all participants including beach BBQs and live music most nights.

"The feedback we have been getting is that everyone has been sharing stories and having a great time which is what the rally is all about," Mr. Sutherland-Pilch said.

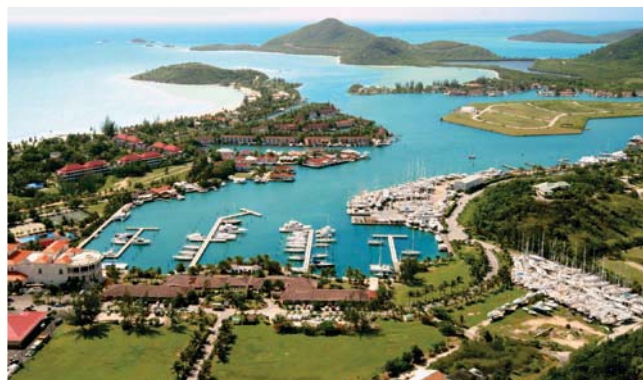
Nanny Cay hosts a number of World Cruising events including ARC Europe and the Atlantic Cup in May. It is also the host of the BVI Spring Regatta and Sailing Festival, now in its 41st year.

For further information, visit: [www.nannycay.com](http://www.nannycay.com) for rally information, visit: [www.worldcruising.com](http://www.worldcruising.com)



Blackbird arrives in Nanny Cay

PHOTOGRAPH BY ANDY SCHELL / WCC



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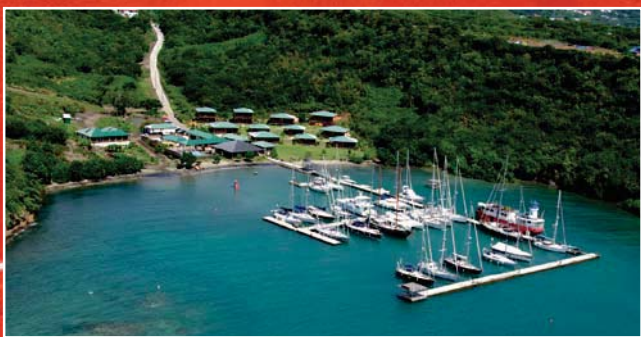


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# SOL INTERNATIONAL OPTIMIST REGATTA 2011

RECORD-BREAKING ATTENDANCE

PHOTOGRAPH BY BUWE HALBERTSMA



Twenty-nine boats from six countries made for an action-packed SOL International Optimist Regatta

**T**welve-year-old Leonardo Knol, sailing for St. Maarten, took top honors at the 5th annual SOL International Optimist Regatta held November 5th. Second place went to Hosea Williams (15) of Antigua, coached by Olympic medalist, Karl James. Third place went to another St. Maarten youngster, Nathan Smith (9).

Twenty-nine sailors from six island territories participated in the biggest event ever. Sailors and coaches arrived from Anguilla, Antigua, BVI, St. Barths, and Nevis. Organized by the St. Maarten Yacht Club, the regatta featured eminent Race Officer, Alfred Koolen, and International Judge, David De Vries.

"Sol is very pleased to once again be the sponsor of the 2011 Optimist Regatta," enthused David Antrobus, SOL's General Manager.

Antrobus said his company had been there from the first Optimist Regatta in 2005 when only 12 boats from two countries participated. And that it was especially pleasing this year to see six countries participating with 29 boats.

The size of this year's SOL Regatta is notable, not only because of its popularity, but because it's a challenge to

find opportunities for these young sailors to experience 'big boat' starts within the region. It's a real skill to learn how to start properly on a crowded start-line. Success requires superb boat-handling, focused mental strategy, and a keen will to win.

The competitors were divided into two groups: Senior Class for children 12 and over; and Junior Class for those 11 and younger. Nathan Smith (9) from St. Maarten, won the Junior Division, followed by another St. Maarten sailor, Alec Scarabelli (11) and Rocco Falcone (10), of Antigua. The Senior Division standings were Leonardo Knol (12), St. Maarten, Hosea Williams (15), Antigua, and Thomas Mac-cow (14), Anguilla.

A special Sportsmanship Award was given to ten-year-old Nathalie Fay of the BVI. She experienced a difficult incident while rounding a mark, chose to take the high road, and set a good example for everyone.

Antrobus summed it up at the prize-giving: "Sol looks forward to the day that these young sailors become the Mega yacht captains of the future."



# 2011 SAINT BARTH CATA CUP

## MISCHA HEEMSKERK FLIES TO THE FINISH

BY ELLEN LAMPERT-GRÉAUX  
PHOTOGRAPHY BY ROSEMOND GRÉAUX

**M**ischa Heemskerk, nicknamed 'The Flying Dutchman' during the fourth annual Saint Barth Cata Cup, took top honors with teammate Eduard Zanen aboard their Cirrus R Formula 18 catamaran. With six races over three days, and with winds from 10 to 15 knots, it was clear from the get-go that Heemskerk had the advantage. Not surprising as he is the F18 world vice-champion, and while not sailing with his usual partner, Bastian Ten-tij, Heemskerk repeated his 2009 victory in



The winners on the beach: (from left) Dalton Tebo & John Casey (2nd); Eduard Zanen & Mischa Heemskerk (1st); Gurvan Bontemps & Giuseppe Dessi (3rd)



Saint Barth. The only team that gave them a run for their money was the American duo of John Casey and Dalton Tebo, last year's winners, who had to settle for second place this time.

Held November 16th-20th, the fourth edition of the Saint Barth Cata Cup was the largest yet; the event having grown from 14 F18 teams competing in the first edition, including a world champion, to 35 teams for the second edition, with two world champions. Last year 45, and this year 50 teams registered with 48 actually competing. Officially recognized by the F18 class, this regatta is quickly becoming known as the best catamaran event in the Caribbean.

On November 17th, the first two races took place in the afternoon, and it was immediately clear that the 2011 Cata Cup would be a duel between the Dutchman Heemskerk and American John Casey. Heemskerk's Cirrus R *Emeraude Plage* and Casey's *Nacra Intendant Villa Services* took a long lead, and continued to leave the competition further and further behind.

"It was really great," says Heemskerk. "Not only are we having fun out on the water, but we had good starts, got some good speed going, and the conditions were ideal, just how I like them. The wind was perfect; everyone could sail without any difficulty."

The top West Indies team of Enrique Figueroa and Saint Barth's own Yan Van den Haute (sponsored by St. Barth Sailor) took first place in the around-the-island race on Saturday, as Americans Casey and Tebo were sadly unable to compete that day following a pre-race collision that damaged their boat. Out on the water with 15 knots of wind, Heemskerk was once again at the head of the flotilla, until he ran into some difficulty between Public and Gustavia and lost time to Figueroa and Van den Haute.

"I had an incredible opportunity to sail with a champion like Enrique," explains Yan. "On Saturday there was three-way competition with Manu Boulogne and Mischa Heemskerk. It was during the last leg under spinnaker that made the difference for us. We were the only ones to catch a gust of wind and that gave us a solid lead of five minutes. What a thrill."

Unfortunately Sunday's races were cancelled due to lack of wind and instead the boats sailed back to the commercial dock to be disassembled and put back into the shipping containers for their return home.

The awards ceremony (with Ernest Brin representing the Port of Gustavia and Nils Dufu for the Collectivity of Saint Barth) was held on Sunday evening at Nikki Beach, which served as race headquarters and was the venue for some evening events including a cocktail party followed by dinner at the Guanahani Hotel & Spa.

Organized by volunteers from the Saint Barth Multi-Hulls Association in collaboration with the Centre Nautique, this event is putting Saint Barth on the map in terms of catamaran racing and the participants were eager to register for next year!

For a complete list of rankings and sponsors, visit: [www.stbarthcatapcup.com](http://www.stbarthcatapcup.com)



Winners Eduard Zanen & Mischa Heemskerk in action

## THE WINNERS CIRCLE:

- 1ST:** Mischa Heemskerk, Eduard Zanen
- 2ND:** John Casey, Dalton Tebo
- 3RD:** Gurvan Bontemps, Guiseppe Dessi
- 4TH:** Enrique Figueroa, Yan Van Den Haute

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

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## CARIBBEAN SURF SKI TOUR

FRANCK FIFILS TAKES OVERALL HONOURS

BY ROBERT LUCKOCK

Guadeloupe's Franck Fifils emerged overall winner of the 2011 Caribbean Surf-ski Tour following the Karukera Challenge held in Guadeloupe October 29th. His fourth place finish in Guadeloupe assured he had sufficient points in the bag for overall victory based on his win in St. Maarten earlier at the Soualiga Challenge.

Fifils, who won the Soualiga Challenge for the third time in its seven year history, pocketed the 3,000 euro prize money for winning the tour.

This year the tour comprised just two events following the cancellation of Antigua's Downwind Classic due to lack of sponsorship and logistical difficulties. Therefore there was no discard race.

The Karukera Challenge, a 25km paddle from Capesterre Belle Eau to Basse Terre on Guadeloupe's south west coast, was won by France's Open Water Vice Champion Yannick Laousse. Winds were from the east at around 15 knots with five-to-six-foot seas. The last 3km was paddled in the lee of the island in flat seas.

The event attracted some 50 participants including two world champion K1 and K2 marathon paddlers and benefited from good media coverage. Among the entries were six double surf skis and three stand-up paddlers.


The results were: Yannick Laousse first in 2:14:38, Walter Bouzan (Spain) second 2:15:58; Stéphane Roudault (France) third 2:16:22.

"St. Maarten was one of the nicest events we've had so far, conditions-wise," remarked tour organiser Stuart Knaggs. "And Guadeloupe was great too. We had good downwind runs for the first part of the race and the last 3-4km was flat which always kills me. It was very hot. But it was a good field with some big names, some of whom were flat water specialists making the transition to surf ski. It was a trimmed down tour this time and we will have to make a decision what to do about Antigua next year."


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



PHOTO: NATALY DANNENBERG





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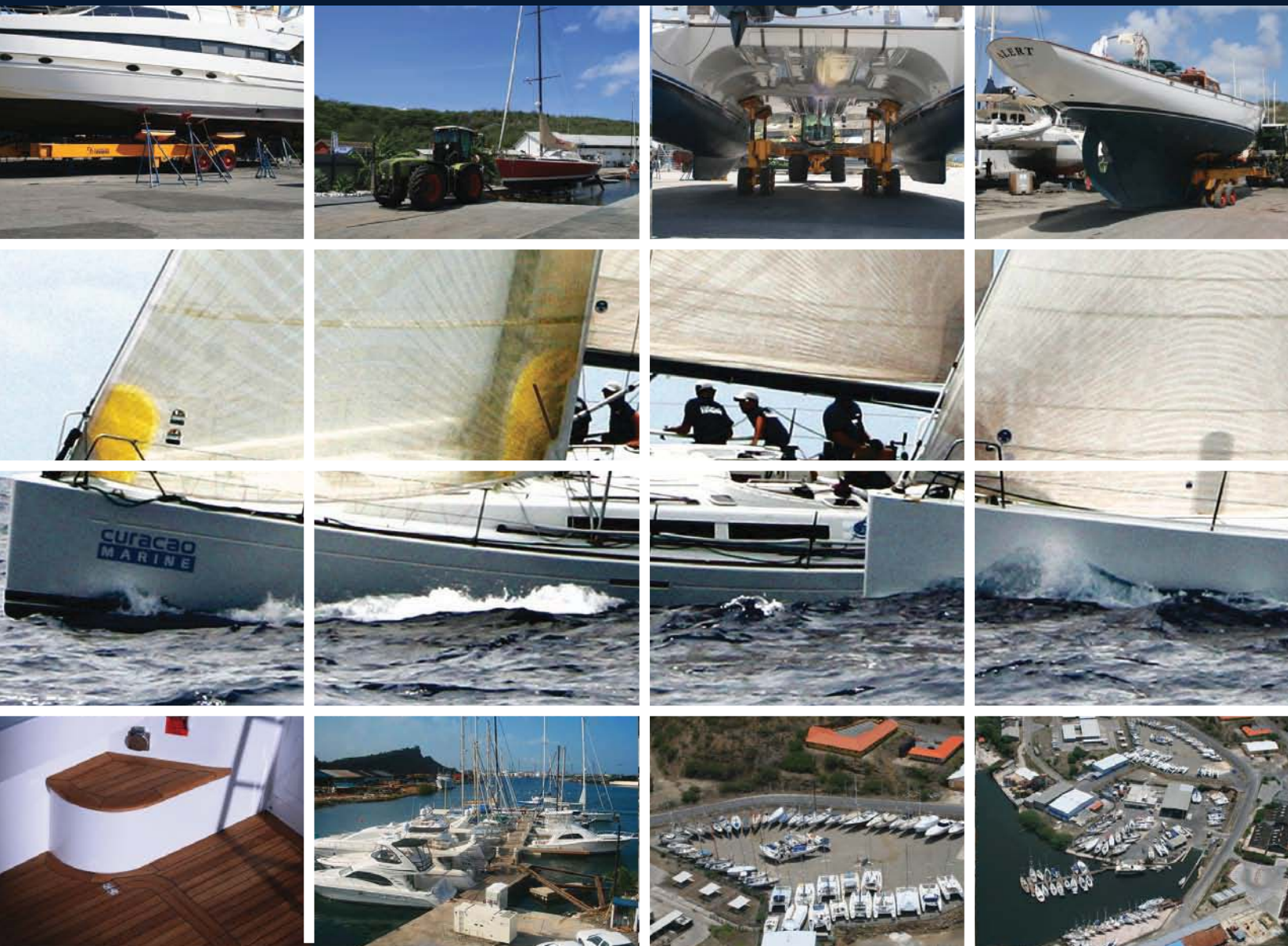
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Antigua	<b>Jolly Harbour Marina</b>	268-462-6042	10'	250'	140	•	110/220	Cable	•	•	•	•	•	•	•	68	FREE
Aruba	<b>Renaissance Marina Aruba</b>	297-588-0260	13'	200'	50	•	110/220	•	•	•	•	•	•	•	•	16/69	•
Curaçao	<b>Barbara Beach Marina</b>	5999-840-0080	15'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

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

#### OUTSIDE OF CARIBBEAN:

Boston, MA	<b>Boston Yacht Haven</b> 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	<b>Marina Cabo San Lucas</b> an IGY destination™	+52 624 173 9140	18'	200'	380	•	110V 30 amps; 220V 50 amps; 100 amp 3-phase	Cable	•	•	•	•	•	•	•	88A	FREE
Colombia	<b>Marina Santa Marta</b> an IGY destination™	+57 5 421 5037	11.5'	132'	256	•	110/220V, 60hz	•	•	•	•	•	•	•	•	16	FREE
Costa Rica	<b>Marina Papagayo</b> 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	<b>Montauk Yacht Club</b> an IGY destination™	631 668 3100/ 888-MYC-8668	12'	200'	232	•	110V, 220V; 480V 3-phase	Cable	•	•	•	•	•	•	•	09	FREE
NY Harbor - Jersey City	<b>Newport Yacht Club/Marina</b> an IGY destination™	201 626 5550	8.25'	163'	154	•	110V, 220V 30/50/100 amps		•	•	•	•	•	•	•	16/72	FREE

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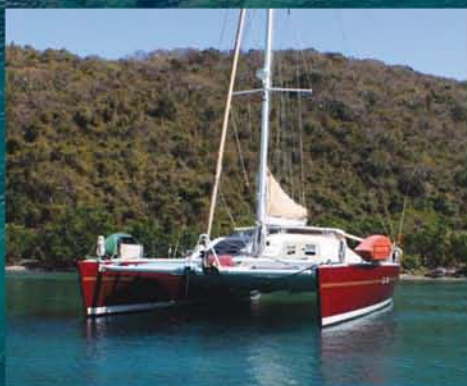
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**OFFERS!**



**NAUTA 70**  
Glorious machine in  
impeccable condition



**Johnson 65 Fly bridge.**  
Magnificent turnkey vessel  
Priced to sell!!



**1977 CSY 44.** has to  
be seen to be believed.  
Immaculate bullet proof  
liveaboard cruiser \$109K



**Sports Fish:** 4 cabin en suite,  
Magnificent, luxurious,  
stable, & gorgeous.  
Inexpensive to run \$395K



**1986 Jeanneau Trinidad.**  
Deep keel racer cruiser.  
Good value! \$79K  
**OFFERS!**



**OYSTER 41**  
Racer Cruiser  
**OFFERS!**



**1988 Barents Sea trader.**  
Steel. Great condition.  
\$69K Sail away  
**OFFERS!**



**2001 Gemini 35 Sport.**  
Fully equipped  
for cruising!



**2005 Leopard 43.**  
Owners version. Spotless,  
loaded and immaculate!



**56 ft Stealth Power Cat.**  
One owner, never chartered.  
Glorious luxury &  
stunning speed. \$825K



**Reinke 16 M Bilge Keeler.**  
Expedition class yacht.  
Clean Survey \$299K



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



**1998 Hunter legend 40.5**  
Excellent condition clean  
and upgraded. \$125K



**1988 Peterson 46 Centre**  
Cockpit cutter. One  
owner. Better than new  
\$159K Offers



**1999 Voyage Norseman**  
430. New engines  
Great condition.  
\$249K **OFFERS!**



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



**1987 Telstar Hans**  
Christian. Magnificent .  
Blue water ready with all  
the new extras. \$169K



**1982 Passport 40.**  
Needs work on the hard  
in Grenada. Offers!



**Leopard 42.**  
Spotless clean and  
loaded with all options.  
Lying Grenada



**Beneteau 400:**  
Awesomely gorgeous and  
better than new



**1988 42 Baltic Magnum.**  
Clean racer Cruiser.



**SUN ODYSSEY 44**  
**AWESOME MACHINE!!~**



**2005 42 Bavaria.**  
Excellent condition!  
Great price! \$125K



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



**2001 Beneteau 50.**  
Clean and ready to go.  
Tons of new stuff  
Giveaway. \$139K



**2001 Beneteau 50.5**  
Magnificent and upgraded  
\$179K



**1992 Dudley Dix Caribbea 30**  
Blue water Pocket Rocket  
loaded



**1985 Sovereil 41**  
Blue water racer cruiser  
Excellent value  
\$109K Offers.



**Dufour Aperge 30 footer.**  
Sweet little budget  
liveaboard \$18K



**1995 Privilege 45. Cat.**  
In weekly use.  
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**CONVERTIBLE 53.**  
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**1983 Sovereil 43.** Excellent  
cruiser racer. Pedigreed  
liveaboard for the man who  
wants more

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Owners Version - the Only 3 Cabin Model. Asking \$198K



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**49' Jeanneau 49DS 2005**  
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Quality Performance Cruiser Asking \$335K



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**45' Cape George 45 1992**  
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**45' Jean. Sun Odyssey '99**  
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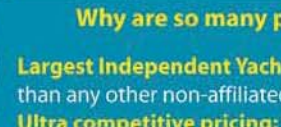
**44' CSY 1978/79**  
Original Caribbean Cruiser (2) Starting From \$60K



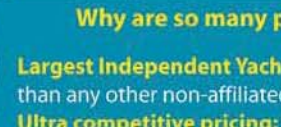
**44' Hunter 44DS 2004/06**  
(1) Private, (1) W/ New Engine & Genset. (2) Starting \$185K



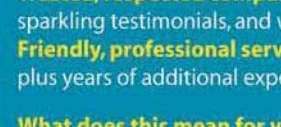
**44' Island Packet 1994**  
Well Equipped Robust Cruiser Asking \$184K



**44' Lagoon 440 2005/06**  
Full Gen and Air, Amazing Value (2) Starting From \$400K



**44' Mason 1987**  
Ocean Ready And Ready To Go! Asking \$199K



**43' Beneteau Idylle 13.5 1984**  
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**42' Hunter Passage '91/95**  
Centerline Queen Bunk (2) Starting From \$89K



**42' Catalina 42 1989**  
Lowest on the Market Asking \$59K



**41' Lagoon 410 2006**  
Well Priced Gen & Air Boat Asking \$285K



**41' Beneteau Oceanis 411 '01**  
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**40' Fount.Pajot Lavezzi 2004**  
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**36' Beneteau Oceanis 361 '00**  
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**32' Beneteau Oceanis 321 '95**  
Clean and Well Priced Asking \$35K

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or (473) 449 9537

FOR SALE



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15kw genset, 5 cabins, gourmet galley,  
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**42 Cabo Rico, 2001**  
Low hour two owner yacht ready to sail away  
Fully equipped and priced for immediate sell  
\$295,000



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



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



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



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



**40 Tiara Hardtop Express, 1999**  
Twin cats, genset, fully equipped  
2 cabins, extended top, dinghy  
\$200,000



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

## SAIL

55	1984	Baltic	High performance cruiser, semi-custom interior, offers	\$299,000
52	1989	Tayana	Aft cockpit, two stateroom high quality passage maker	\$224,000
49	2003	Bavaria	Owner's layout, private, never chartered, low usage	\$230,000
48	1970	Hughes	Classic S&S yawl, solid FRP hull, requires refitting	\$39,000
47	1981	CT	Kaufman and Ladd center cockpit performance cruiser	\$79,000
45	1978	Endurance	Center cockpit Pilothouse Ketch, ferro cement hull	\$125,000
44	1967	Luder's	Classic Naval yawl, perfect for daysail charter	\$75,000
42	1989	Endeavour	Center cockpit, two cabin, two head, genset, a/c	\$119,000
40	1994	Beneteau 405	New engine 06, new rigging 08, new sails 09-10	\$75,000
38	1978	Van de Stadt	Steel passage maker, new sails, 05 engine & more	\$69,000
36	1983	Frers F3	Racing design built by Hinterholler, carbon fiber mast	\$17,500
35	2004	Compac	High quality cruiser, in-mast furling & upsized engine	\$125,000

## POWER

65	1989	Viking Motor Yacht	Perfect family yacht or corporate getaway	\$395,000
55	1986	Angel Cockpit Motor Yacht	Cats, owner's layout, liveaboard	\$150,000
42	2004	Searay Sundancer	Twin Yanmars, Genset, full canvas	\$230,000
38	1967	Camcraft	Aluminum crew boat, completely refit in 2002	\$50,000
37	2005	Fountain Pajot	Power cat, private yacht never chartered	\$320,000
30	2000	Mainship Pilot	Single Yanmar, full cabin w/galley & head	\$79,000
30	2001	Pursuit 3070	Center console w/T-top, twin Yamaha 250's, head	\$49,000
27	1997	Rinker	Mercruiser w/new outdrive, full cabin, super clean	\$29,900
26	1985	Shamrock	Center console, custom top, 200 hp. Perkins diesel	\$35,000
24	2008	Seaway	Downeast runabout, Yamaha w/32 hrs, cuddy cabin	\$78,500

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**1980 34' Wharram Tangaroa for US\$20,000**



**1996 32' Silverton (priced for quick sale) US\$42,000**



**1979 42' Pearson US\$88,500**



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



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

## MONOHULLS

24'	2007	Tes 720	reduced to US\$40,000
30'	1984	Carter 30	reduced to US\$25,000
32'	1978	Rival MDC	US\$35,000
32'	1996	Silverton (priced for quick sale)	US\$42,000
34'	1978	Steel Sloop (ROB)	US\$30,000
36'	1977	Roberts Home Built (located in Barbados)	US\$40,000
37'	1979	CSY	US\$65,000
37'	1979	Fisher 37	UK Sterling 50,000
37'	2006	Hallberg Rassy	US\$359,000
37.6'	1987	Topaz	US\$85,000
38'	1997	Beneteau	US\$100,000
38'	2005	Van de Staadt Seal	US\$70,000
39'	1968	Cheoy Lee Off Shore 40	reduced to US\$70,000
40'	1981	Divorve Steel	US\$50,000
42'	1979	Pearson	US\$88,500
42'	1983	Panoceanic	US\$89,000
42'	1986	Endeavour	US\$98,000
43'	1985	Gitana	US\$115,000
43'	1999	Wauquiez Pilot Saloon	EU247,500

44'	1990	Jeanneau Sun Magic	US\$80,000
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
50'	1991	Celestial Pilothouse	US\$268,000
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
72'	1990	Custom Aluminium Cutter	US\$699,000
72'	1997	Kim's Yacht Company Ketch	US\$220,000

## MULTI-HULLS

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



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## Powerboats

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## Sailboats

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## Sailboats

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**44' JEANNEAU SUN ODYSSEY 1992.** Owners version, 3 cabins, 2 heads. Separate owners cabin with en-suite head to stb., shower to port. One owner. Cutter rigged, removable stay. In mast furling. In Antigua. Asking US\$110,000 Email: yachtfor-sale44@gmail.com <http://www.theyachtmarket.com/boatsearchresults.aspx?seller=17518>

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**CT 47 CUTTER, KETCH, CENTER COCKPIT.** Very comfortable live aboard ocean cruiser. 2009 survey (\$95k) and photos available. Discounted to \$65k for quick sale. Moored in Coral Harbor, St. John, USVI. Contact intrepidrd@hotmail.com or 340-643-2899

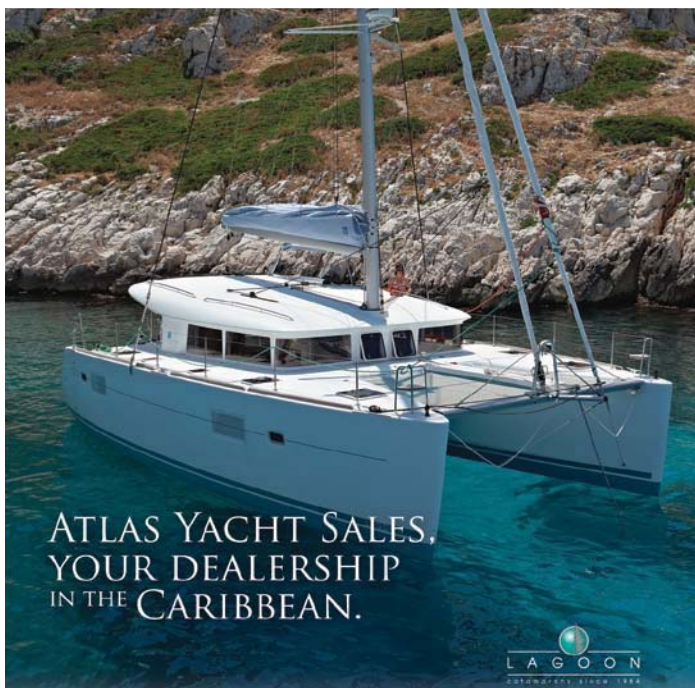
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**MIRAMAR SAILING ARE SEEKING A 40/50FT CAT WITH CREW** to operate occasional Day Charter Business out of Antigua for Nov-June, opportunity to earn US\$2-3k. Please contact us on +1268 722 8468 or info@miramarsailing.com for more details.

**FOR SALE MARINE SERVICES AND YACHT MANAGEMENT COMPANY**, all equipment, tool and misc. Tortola BVI. Call anytime after 6pm and via phone at 1-284-343 8479

**CLASSIC S&S SLOOP CHARTER BUSINESS PARTNERSHIP \$40K.** Beautiful 50 Foot, Classic Sparkman & Stephens Auxiliary Sloop JANDY, owner/skipper offering partnership in Caribbean based sailing charter business. See JANDY (USCG Documented) at; www.sailingjandy.com Agents for excursions in place, ready to book charters. \$40K, ROI Negotiable. Serious business persons only please, reply to; navstation@sailingjandy.com

**USVI YACHT BROKERAGE SEEKING BROKER/PARTNER**, experience

## Business Opportunity

preferred, training available for right person. yachts@viaccess.net, 340-774-3175

**SERVICED COMMERCIAL SPACE AVAILABLE IN CENTRAL ENGLISH HARBOUR LOCATION.** Suit mega yacht support or technical/workshop/retail. Call: +1 (268) 464 0845

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**TIRED OF THE HOT CARIBBEAN SUN? WHALE WATCHING / WILDLIFE TOUR BUSINESS IN WASHINGTON STATE FOR SALE.** Established 1988, two boats, two resort locations. Will consider well found cruising boat as part downpayment. Focus of trips are orca whales. Seven month season, year round income. finestkind@hotmail.com

## Dock Space

**PRICE REDUCED 65X17'8 DEEDED SLIP USVI** - Sapphire Beach-America's Paradise. Closest USVI marina to St. John, the magnificent BVIs and the famous North Drop fishing grounds. Great electricity and water rates. 24 hour security, beach side pool and plenty of parking. \$79,500 OBO 787-366-3536 lvc99@aol.com

**DOCK FOR LONG TERM RENTAL.** Including adjacent beach cottage. Location Tortola. 1-284-494-2446.

**50 FEET DOCK FOR LONG TERM RENTAL** at Jolly Harbour Marina, Antigua Phone 001 268 773 5005

## Employment Opportunity

**BAREFOOT YACHT CHARTERS & MARINE CENTRE SEEKS EXPERIENCED SAIL-MAKER** to work in St Vincent loft. Contact barebum@vincysurf.com

**VACANCY - COMPOSITE/PAINTING TECHNICAL SUPERVISOR** We are currently accepting applications for the above vacancy to manage the boatyard's Composite/Painting team. The ideal candidate will have: • Knowledge and experience with structural/exotic composite projects • Experience in working with composites and laminates within a boatyard environment. • Suitable certification • Knowledge and experience with topside preparation and painting (Aw/Grip experience a plus) • Knowledge of present market value of composite and painting jobs (preparation of estimates/quotes) • The ability to interact with customers re: selling work • Be able to work to very high standards of finish and finesse. • Be flexible to work to production deadlines • Be able to work as part of a team • Sailing experience • Languages a plus Interested parties should apply to info@grenadamarine.com. Grenada Marine is the largest boatyard on Grenada. Visit our website atwww.grenadamarine.com

## Employment Opportunity

**WOODSTOCK BOATBUILDERS IN ANTIGUA HAS THE FOLLOWING OPENINGS** for the 2008-2009 season: i Metal Fabricator/ Tig Welder i Engineer/ diesel mechanic i Carbonfibre/Composites fabricator i Boatbuilder/Joiner i Project Manager For more information send a covering letter and C.V. To: ar@woodstock-boats.com or call: (268) 463-6359

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

## Real Estate

**BEST CORNER VILLA AT PALMAS DEL MAR HUMACAO, PR.** Two slips, one for 100'+yacht. 2nd 20' wide.3R /3B Top condition.Motivated Seller. Ask. \$1.950M Deal direct with owner no brokers. luiscaiyere@onelinkpr.net

**2 BEDROOM, 2 BATHROOM, LOCATED ON THE WEST END OF TORTOLA, BRITISH VIRGIN ISLANDS**, perched at the mountain top with awesome views from covered wrap around decks with the pool nestled in the middle. Full kitchen, Laundry,etc. Private and very quiet. \$795,000 Call 901 872 3380 for more information, or jlinsky@escape-bvi.com

**LUXUS VILLA ANTIGUA JOLLY HARBOUR**, fully exclusive new equipped, outside with a lovely extended patio leading to a dock with a large deck built out over the water. For Sale by Owner US\$ 475,000.00 more information and picture E-mail:bert\_sofia\_hensel@hotmail.com

**LAGOON MARINA ST. MAARTEN:** For rent: commercial space and short term fully equipped waterfront apartments/ ideal for yacht crew and captains! For info: 00599 5442611 info@lagoon-marina.com www.lagoon-marina.com

**RIVERSIDE LOTS FOR SALE IN DOMINICA. CITRUS CREEK PLANTATION.COM.** Lots for sale in eco-estate between river and ocean. From 35.000 \$ to 200.000 \$ . Rental pool program / property management in place. Hervé "RV" Nizard hnizard@gmail.com - Phone : + 1 767 275 4403 - Skype: hnizard

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## Services

**CARIBBEAN ARTIST TERI JONES IS ACCEPTING COMMISSIONS FOR BOAT PAINTINGS** for the 2011-12 season. For a quote visit Teri on S/V Sea Otter in St. Thomas this winter or send a picture of your boat to teriartist@msn.com. www.terijones.com 1-340-998-4524

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## Wanted

**CHEAP BOAT WANTED: WOE IS ME!** My trophy wife is foolishly demanding a larger boat. If you've got a 42 to 50 foot cruising sailboat on the market, are feeling trapped, and/or need some pennies, contact fatty@fattygoodlander.com

**CARRIACOU CHILDREN'S EDUCATION FUND:** Nineteen students funded for tuition and books at T A Marryshow Community College! 15,200 hot lunches provided to Harvey Vale Government School! Three computer labs up and running at Dover, Harvey Vale and Mt. Pleasant Government Schools. And hundreds of Carriacou and Petite Martinique children assisted with uniforms at all schools! Sound like a worthwhile effort? You can help these projects continue: leave donations of boat gear and household items at the Carriacou Yacht Club for our annual auction. Clean, used clothing for all ages accepted for distribution to needy families. And, of course, cold hard cash is always welcome! In our eleventh year, we're heading toward a grand total of \$200,000! Save these dates and plan to join us: 1 August 2012 for the Welcome Potluck Barbecue and two days later, 3 August, for the auction. E-mail cceinfo@gmail.com for further information.

**WANTED: WELL CARED FOR TURN-KEY PROUT 37' SNOW-GOOSE ELITE** ready to cruise w/ solar, wind gen. low engine hours. Email: w4gn@alaweb.com

**SWAP MY AIRCRAFT** against.... Real estate, yacht, excavator, backhoe ...Perfectly overhauled Corporate Piper Aztec D 1969. 4000 TTSN. 400 SMOH. Twin engine 6 seater 2200 Lbs payload. Will consider any reasonable trade offer. Hervé "RV" Nizard hnizard@gmail.com - Phone : + 1 767 275 4403 - Skype: hnizard



## THE DISH

### HAPPY NEW YEAR, WELCOME TO 2012!

BY CAP'N JAN ROBINSON

**Q**uinoa is highly nutritious. High in protein and complex carbohydrates, low in fat, and richer in vitamins and minerals than other grains, quinoa is gluten free and considered an ideal food for those prone to food allergies.

Over the summer I added Quinoa as my daily staple and here is one of the recipes. It is easy to make, a delicious side salad and because it is high in protein, can be a satisfying main dish as well.

#### QUINOA SALAD WITH 'CARIBBEAN CAVIAR'

Prep time: 10 minutes. Cooking time: 15-20 minutes. Serves: 4

**1 cup quinoa, rinse with cold water in a fine mesh strainer, drain well**  
**1 stick cinnamon**  
**1 bay leaf**  
**12 oz low sodium chicken broth such as Swanson's**  
**1/2 cup dried cranberries**  
**Zest of one lemon, about 2 tsp**  
**1-1/2 cups Caribbean Caviar (see recipe below)**

**1 cup marinated artichoke hearts, cut into small pcs**  
**1/4 cup chopped cilantro (or parsley and fresh basil combined)**  
**GARNISH: 1/2 cup slivered almonds, toasted light golden brown**

Heat a 2 qt saucepan and add drained quinoa. Stir until it dries and turns a few shades darker. Add cinnamon stick, bay leaf, and chicken broth. Bring mixture to a boil and immediately turn heat down to a simmer. Cover and simmer for about 15-20 minutes until all the liquid has been absorbed.

Put cooked quinoa in a large bowl. Remove bay leaf, add the dried cranberries, lemon zest, Caribbean Caviar, artichoke, and cilantro. Stir to combine. Add salt and freshly ground pepper to taste. Serve at room temperature or chilled. Remove cinnamon stick and top with toasted almonds just before serving.

*Note: Can be made 2 or 3 days ahead, covered and refrigerated.*

#### CARIBBEAN CAVIAR (aka Texas Cowboy Caviar)

Prep time: 10 minutes. Cooking time: 15-20 minutes

Chilling time: Several hours or overnight. Serves: 4

**1 15-oz can black eyed peas, rinsed & drained**  
**1 15-oz can black beans, rinsed & drained**  
**1 large firm ripe tomato, diced**  
**1-1/2 cups cooked fresh or frozen corn kernels**  
**1/2 sweet red bell pepper, cored & seeded, cut into 1/4" dice**  
**1/3 cup diced Vidalia or other sweet onion**  
**1 jalapeño pepper (remove seeds if less heat is desired)**  
**2 Tbsp vegetable oil**  
**1/3 cup apple cider vinegar**

**2 Tbsp sugar**

**Zest and juice from one lime or lemon**

**1/2 tsp dried thyme**

**1/2 tsp oregano or marjoram**

**Salt and freshly ground pepper to taste**

**1/4 cup chopped cilantro**

In a large bowl, toss and combine all ingredients. Cover and refrigerate several hours or overnight.

*Note: Can be made up to 5 days ahead, covered and refrigerated.*

#### ALKALINE DELIGHT (A great way to start the day....)

Prep time: 2 minutes. Type of Glass: Big, red wine glass. Serves: 1

**8 oz of pure water (distilled)**

**8 oz organic juice, apple, grape, etc**

**1 banana**

**Pinch or more of cayenne pepper (natural healing herb)**

**1 inch piece of ginger or to taste (natural healing herb)**

**Seasonal fruit; pear, grapes, peach (preferably organic)**

**Half a lemon, including peel (good for liver and gallbladder)**

**1 Tbsp olive, peanut, or coconut oil (good for skin & joints)**

Put all ingredients in a blender, liquefy and drink.

*Note: Adjust ingredients to suit your taste and the amount you make.*

*Note: A healthy human body has a ph of between 6.5 to 7.5 ph.*

#### GRILLED MAHI MAHI WITH CARAMELIZED ONIONS

Prep time: 20 minutes. Marinating time: 15 minutes

Cooking time: 25 minutes. Serves: 4

**4 (8 oz) pieces of Mahi Mahi**  
**1/4 cup olive oil**  
**1/4 cup soy sauce**  
**1 orange**  
**1 lemon**  
**1 lime**  
**1 bay leaf**

**6 peppercorns**  
**1/2 red onion, thinly sliced**  
**5 cloves garlic, chopped**  
**1 piece ginger (1/2 inch) thinly sliced**  
**4 sprigs of thyme**

Preheat oven to 400°F. In a large mixing bowl put the olive oil and soy sauce. Squeeze in the juice of orange, lemon, and lime. Add remaining ingredients and mix well. Add the fish to marinade and marinate 15 minutes before cooking. Remove fish from marinade and place in a baking dish. Bake about 10 minutes. Do NOT overcook. Top with Caramelized Onions and serve with Oven Roasted New Potatoes

#### CARAMELIZED ONIONS

Prep time: 15 minutes. Cooking time: about 25 minutes. Serves: 4

**2 Tbsp olive oil**  
**2 Tbsp butter**  
**2 red onions, peeled & sliced**  
**1 Tbsp sugar**  
**1/4 cup red wine vinegar**  
**Salt and pepper to taste**

Heat olive oil and butter in a large sauté pan over high heat; when butter begins to foam add the onions and stir once to coat. Sauté about 8 – 10 minutes or until caramelized, stirring occasionally. Reduce heat to medium and sauté for another 10 minutes. Sprinkle the onions with sugar and stir gently. Cook for 1 minute then stir in vinegar and reduce, about a minute or until liquid has almost completely evaporated. Season with salt and pepper.

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