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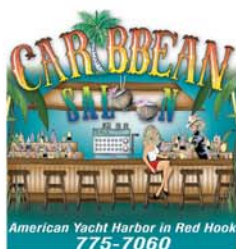
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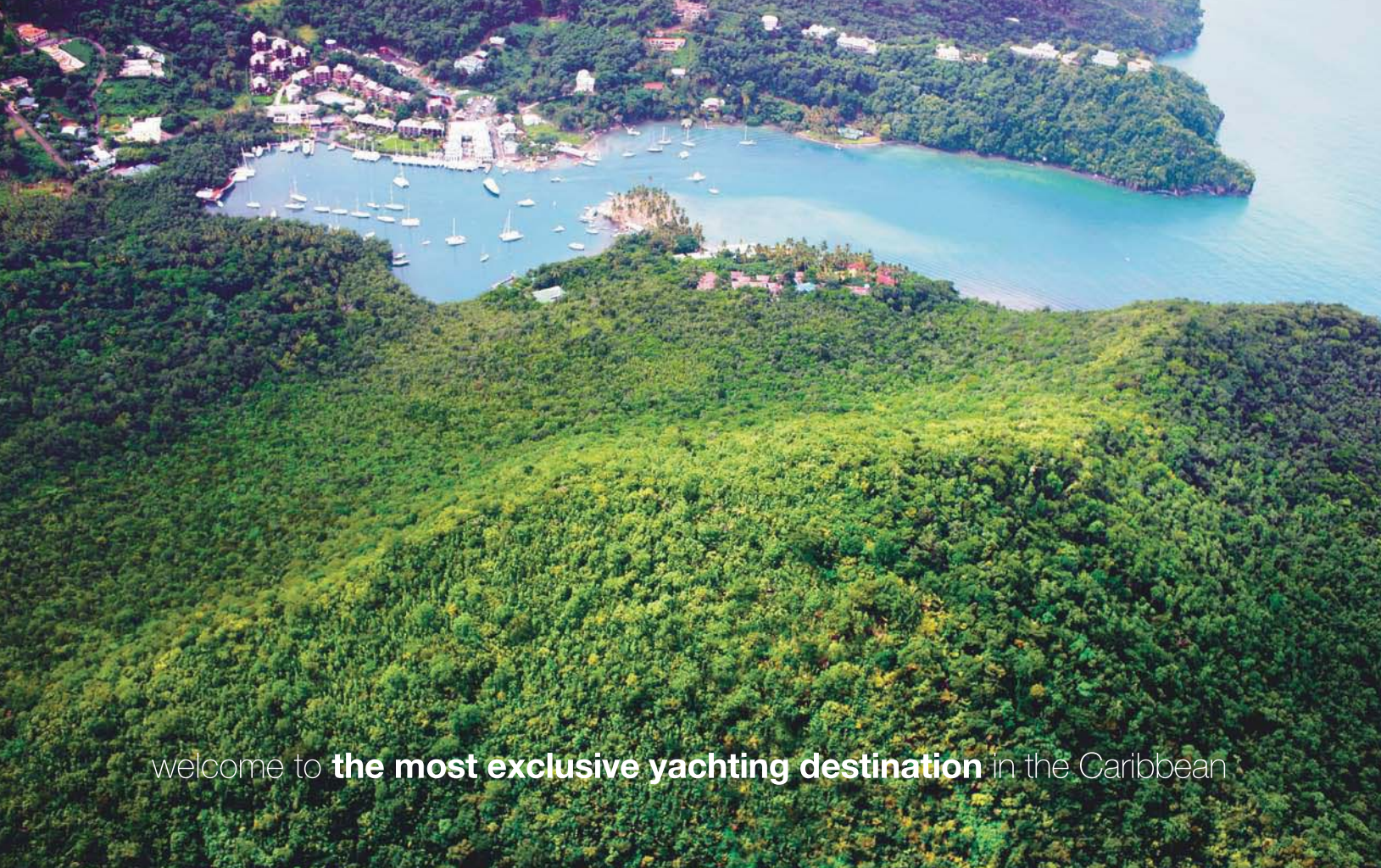
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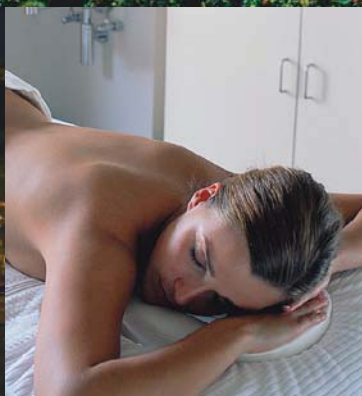
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SEASONS IN THE SUN

A part from the occasional hurricane to remind us that the Caribbean does have a season, weather in the islands is pretty much the same year round. Yes, we do get the odd chilly night in winter when the temperature drops to a freezing 75 degrees and old hands dig out their sweaters before trooping off to moan about the weather at Happy Hour, but generally one month is pretty much like the next. What defines the seasons more than the weather is the mass departure of yachts, especially the megayachts, to the summer cruising grounds of Europe and North America. Their return in late autumn traditionally marks the start of the yachting season, but even this is beginning to blur. Here in St. Martin, some of the big boats returned from Europe early this year. Uncertainties over the euro along with rising costs around the Mediterranean are just a couple of reasons being put forward for their early return. Caribbean marinas will certainly welcome this development and hopefully go all-out to build on this windfall. Having the yachts arrive early can drop a large chunk of change into an island's economy. If the Caribbean yachting industry as a whole can blur the end of the yachting season, too, then the benefits to the region could be enormous. How to do it successfully and consistently, that is the question?

One of my favorite items in *All At Sea* is Natural World. We have some excellent contributors who every month share their knowledge and help us understand what is happening on this amazing rock we call earth. In this edition Joe Zentner takes us into the magical world of the Caribbean seahorse. I have been fascinated by this creature since I had two tiny glass seahorses as a child. Even when my brother broke off the tails, I still treasured them for the way the light flickered through the colored glass and brought them to life. What I didn't know back then was it is the male seahorse that gives birth and that each of their eyes can rotate independently from the other. I have never wanted to give birth but rotating eyes, well, there's a thing!

A lot happened on the Caribbean yachting scene over the course of 2011 in both cruising and racing.

Any time that you venture on the sea, there is bound to be some form of excitement. Experiences can be life-changing, often frightening, and at times beautiful, and this year had it all.



In January 15-year-old Dutch sailor Laura Dekker departed St. Maarten aboard her 36ft Gin Fizz ketch *Guppy* having earlier crossed the Atlantic from the Canary Islands. Dekker is hoping to become the youngest person to complete a single-handed circumnavigation and as of going to print, she had crossed the Pacific and was still going strong. In April the raft *An-Tiki*, built of water pipes and crewed by four adventurers raising money for the charity WaterAid, arrived in the Caribbean. April also saw the tragic loss of Tom and Dotty Hill's popular 75ft grand prix racing yacht *Titan XV*, which was destroyed by an electrical fire during Antigua Race Week. These are all things that made world headlines and focused attention on the Caribbean. For me, one of the abiding memories of 2011 will be the success of our young sailors, not just in regional competition but internationally. Every month brought news of spectacular triumphs in junior sailing, and *All At Sea* offers congratulations to the youngsters who did so well. Congratulations also go to the sailors' parents, trainers and yacht clubs without whose encouragement, dedication and cash much of their success wouldn't have happened. We look forward to reporting on youth sailing in the coming year.

The All At Sea Team wishes everyone a safe and happy holiday season and smooth sailing in 2012.



A stylized signature in black ink.

Gary E. Brown,
Editor



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THIS ISSUE

THE CARIBBEAN'S WATERFRONT MAGAZINE

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Christmas is the Sweetest
Season of the Year

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COVER SHOT: Welcome Aboard!

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WHERE IN THE WORLD?

CONGRATULATIONS,
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Chris 'Kid' Hanson lives and works on boats but when Southold Town Council needed a temporary skipper for their parking booth, Kid was happy to step in. Armed with a cooler and a copy of the Caribbean's favorite waterfront magazine, *All At Sea*, our intrepid sailor took over his new command. Fifteen minutes of watching cars and their grumpy skippers anchor in the parking lot was enough and Kid deserted his post, swapped his ticket punch for a marlin spike, and went back to sea.

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ISLAND EVENTS & INTERESTS

ALL AT SEA'S
CARIBBEAN COVERAGE



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Aruba's Big Haul:
Marine Industry Update

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Marine Vocational Training
in the USVI: Scuba Diving,
Swimming and Sailing

Caribbean Sea

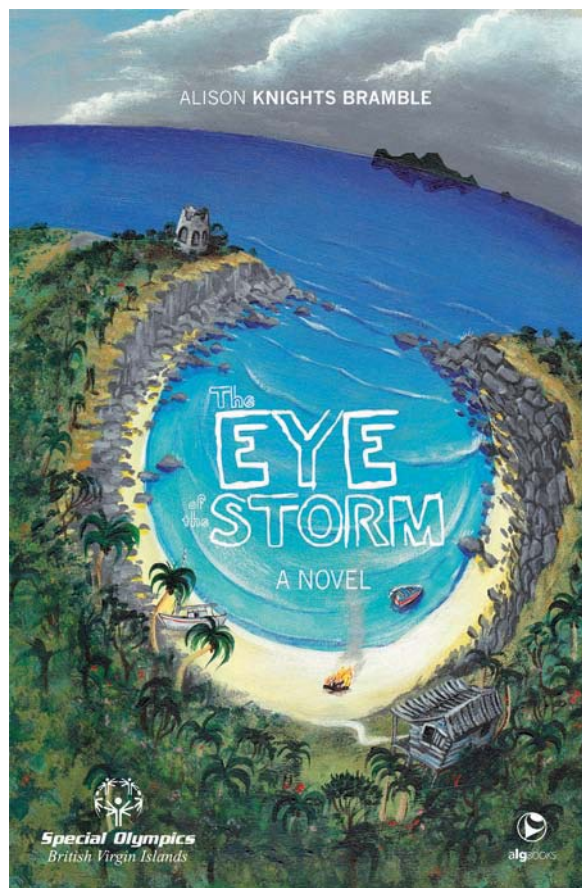


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St. Maarten Sailing School:
Bringing Youngsters into
the Marine Industry

CARIBBEAN NEWS

A BRIEF LOOK INTO THE HAPPENINGS OF OUR WORLD



Proceeds from Eye of the Storm to benefit Special Olympics BVI

The Eye of the Storm author, Alison Knights Bramble, has created a magical world in a tropical setting. The land and sea of Kamaria, a fictional island in the Caribbean, provide countless discoveries including a kaleidoscopic marine life, abandoned ruins, buried treasure, unpredictable weather and unwelcome opportunism.

Ms Knights Bramble, who works as the National Director for the Special Olympics BVI, says her interaction with her sailing students over the years inspired The Eye of the Storm. In turn, she hopes the book inspires young people to read.

The novel includes an introduction by Geoff Holt, MBE, disability sports ambassador and 2010 Yachtsman of the Year.

Printing and publication of the book were made possible by sponsors including Caribbean Insurers Limited, INTAC, LIME, The Rotary Club of Road Town and the Rotary Sunrise.

All proceeds from the sale of the book will benefit Special Olympics BVI.

For more information, contact Alison Knights Bramble: sailonbvi@surfbvi.com or visit: www.specialolympicsbvi.org

Hands Across the Sea ... books and more

As All At Sea went to press the latest shipment of donated educational goodies was on its way to the Caribbean. The 528-box, 19,000lb, 23-pallet shipment includes 51,336 new and near-new books and 88 boxes of teaching resources and school supplies.

Hands Across the Sea say, thanks to generous support, they were able to fulfill the Wish Lists of a record 91 schools, community libraries, reading programs, and after-school youth centers on the islands of Anguilla, Antigua, St. Kitts and Nevis, Dominica, St. Lucia, St. Vincent and the Grenadines, and Grenada.

Hands Across the Sea was founded by blue water sailors Tom and Harriet Linskey in 2008. Since then, the charity has shipped over 101,000 new and near-new books and 184 boxes of school materials, reaching over 30,000 children at 164 Hands projects.

For information, visit: handsacrossthesea.net



Yacht Chandlers expand in Caribbean, form alliance with IGY Marinas

Thanks to a new strategic alliance with IGY Marinas, Yacht Chandlers will now provide its full complement of services at IGY Yacht Haven Grande in St. Thomas and the IGY Yacht Club at Isle de Sol in St. Maarten.

In a press release, IGY said both companies are committed to providing the highest level of service, and view the partnership as a way to continue to provide this consistency to its clientele.

Kenny Jones, VP of Operations at IGY, said: "Yacht Chandlers is a perfect complement to the IGY hospitality and customer service culture. Their presence will add tremendous value and convenience for owners, captains, and crew."

Yacht Chandlers will also be taking over operations of the bar/restaurant currently located at the Yacht Club at Isle de Sol in St. Maarten with an extensive renovation.



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EVENT CALENDAR

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



ANTIGUA

DECEMBER 5-10

50th Annual Charter Yacht Show
Boat Show
www.antigua-charter-yacht-meeting.com

DECEMBER 31

Nelson's Pursuit Race | Sailing Regatta
www.antiguayachtclub.com
yachtclub@candw.ag

JANUARY 27-29

The Superyacht Challenge
Superyacht Regatta
www.thesuperyachtchallenge.com
ptdeeth@aol.com | 268-464-7081

FEBRUARY 20

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



BARBADOS

JANUARY 21

The Mount Gay Rum Round
Barbados Race | Sailing Regatta
www.mountgayrumroundbarbados.com
info@mountgayrumroundbarbados.com
barbadosrace.com | 246-426-4434



CHARLESTON, SC

JANUARY 27-29

The Charleston Boat Show | Boat Show
www.thecharlestonboatshow.com
email@JBMSHOWS.COM | 864-250-9713



GRENADA

JANUARY 17-31

Grenada Sailing Festival | Sailing Regatta
www.grenadasailingfestival.com
gsail@spiceisle.com | 473-440-4809

JANUARY 25-29

43rd Budget Marine Spice Island
Billfish Tournament | Deep Sea Fishing
www.sibtgrenada.com
rmil@spiceisle.com | 473-440 3753

FEBRUARY 3-5

Workboat Regatta | Sailing Regatta
www.grenadasailingfestival.com
gsail@spiceisle.com | 473-440-4809



LONDON, UK

JANUARY 6-15

London International Boat Show
Boat Show
www.londonboatshow.com
info@boatshows.co.uk | +44 (0)1784 473377



PUERTO RICO

FEBRUARY 3-5

Club Nautico de San Juan's 11th
International Regatta | Sailing Regatta
www.nauticodesanjuan.com
vela@nauticodesanjuan.com | 787-722-0177



SEATTLE, WA

JANUARY 27-FEBRUARY 5

Seattle Boat Show | Boat Show
www.seattleboatshow.com
info@seattleboatshow.com | (206) 634-0911



ST. THOMAS, USVI

DECEMBER 16

St Thomas Lighted Boat Parade
Crew Parties | www.vicl.org | erik@vicl.org



TORTOLA, BVI

DECEMBER 2-3

Gustav Wilmerding 21st Annual
Memorial Challenge | Sailing Regatta
www.weyc.net | mcmecanics@surfbvi.com
284 495-1002

DECEMBER 17

O'Neal and Mundy Commodores Cup
Sailing Regatta | www.royalbviyc.org
sailing@royalbviyc.org | 284-494-3286

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*See Official Rules online at SeaHawkPaints.com/contest



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BERMUDA ON THE DOUBLE:

Argo Gold Cup Regatta and RenaissanceRe Juniors

STORY BY MARK STEVENS

PHOTOS BY SHARON MATTHEWS-STEVENS



I bought into the concept of Sint Maarten's Heineken Regatta on my first visit: Great racing by day, party-central by night ... Serious Fun!

Now I find myself in Bermuda for the Argo Gold Cup Regatta and RenaissanceRe Juniors.

Another regatta with a split personality.

It's obvious the minute you enter the Royal Bermuda Yacht Club—a colonial, pumpkin-painted building with welcoming arm stairways and a rotunda atrium with a brass ship's station and a compass rose on the floor. This is one of the world's oldest yacht clubs with a royal charter. But people from across the world are having a blast in the bar.

Bermuda is sailing central: terminus of the Newport to Bermuda, Charleston to Bermuda and Marion to Bermuda races. Home of the Bermuda sloop. An island where every high school student has to do a stint on a tall ship called the *Spirit of Bermuda* before graduation.

Bermuda is the perfect spot for a regatta especially one with a dual personality. Caribbean flair, but not the Carib-

bean; middle of the ocean, but this event is in a protected harbour; stodgy reputation but in actuality as friendly a place as you could ever visit.

Two generations of sailors

For part of each day a bunch of kids race Optimist dinghies on a course in Hamilton Harbour. For part of each day a group of the best racers in the world – this is the penultimate event in the World Match-Racing Tour – ply a windward-leeward course in International One Designs.

Twenty-four match-racing teams from seventeen countries, and forty Opti sailors selected from the same countries, are here to take part.

Bragging rights and the chance to rub shoulders with the pros is the draw for the kids. The pros are seeking a position in the last race in Malaysia and a purse of \$50,000.

Once you've watched match-racing – the nautical equivalent of a gladiatorial battle – other races just don't cut it.

Consider the final flights: tight starts and gusty winds, shifting and unpredictable.

On the upwind leg it's tight around the marker. How tight? A chorus of yells, followed by a sickening crunch, and the dark hull of the boat skippered by Australia's Torvar Mirsky sticks up in the air like a re-run of *Titanic*. Sweden's Johnnie Berntsson has connected firmly, his bow straddling Mirsky's transom.

They separate and the boats fly downwind, though Mirsky's got it well in hand. Two penalty flags for Berntsson!

The match racers take a break and kids in Optis sail the same course, forty of them.

It looks like a bunch of seagulls at a family picnic but they're among the best dinghy sailors in their home countries.

"It's not just skill today," says RenaissanceRe Junior Gold Cup staffer Laurie Fullerton. "Winds favour the heavier racers."

My favourite, a fellow Canadian, a national champion named Justin Vittecoq and the youngest sailor here, starts strong. But the winds get him by the windward mark.

Now the big guys are back. The IOD's look lively, unforgiving. Heel fast and hard.

These are perfect boats for a Bermuda race, inspired by a circa 1930s six-metre yacht from the island.

"I asked Mirsky how he liked them," says Gold Cup PR director, Talbot Wilson. "He says 'NOT!'"

But the boats make for great racing – bite-your-nails racing.

Australia's Mirsky draws first blood. Then Sweden's Berntsson. And back and forth it goes until Mirsky wins in sudden-death.

I wonder about asking him how he feels about the IOD but he's busy getting the Edward VII Gold Cup while Wade Waddell from Florida earns the Junior Cup.

Two sailors: a youth and a pro. IODs and Optis.

Another great regatta with a split personality.



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



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DEM 'BACKTIME' ST. JOHN DAZES AIN'T SO OLD, ME SON!

BY CAP'N FATTY GOODLANDER



In the late 1970s I sailed away from America—in search of my future. I wasn't merely in search of myself, but of my people as well. I was adrift on all levels. I needed to discover my watery tribe. I also needed to find a family hearth—some spiritual and physical place I could call home. I desired a personal lode-stone—a geographical true north of my heart. Luckily, I found it—in a place called Love City, St. John, USVI. I think it was the weekly Cruz Bay fish-fry which originally captivated me. But, hey, the fact that a quart of Cruzan Gold cost 82 cents might have had something to do with

it as well. It was during these low-key West Indian community events when the residents became just that—a community. It was also when we'd hear the local gossip: if (now Professor) Gilbert Sprauve had caught any fish that week, whose donkey had died, and just how Theovald Moorehead was bedeviling the NPS this time.

Ethel Tvalbridge McCully, her drunken priest, and those wild peacocks were always good for a few salacious tidbits of gossip. She and her posse would meet weekly at Hill-top—oh, the ribald stories that crazy old woman could tell! (Ethel had just sold a book about building a house on St.

John that she'd entitled *I Did It With Donkeys!* and her staid New York publisher had immediately changed to *Grandma Raised the Roof.*)

How were the two boats abuilding on the East End, *Patient Lady* and *Breath*, coming along? What about Pappy Sewer? Why was Lito Valls feuding with Mooie—was it really over the turning on or off of a bar fan? (Stubborn, Lito never crossed the threshold again.) What were the dashing Ashley Boynes and the Travel Services crews up to? Herman Prince might show up—oh, how dat man could 'sweet talk' about Zootenval! And that wee boy Ernest Matthias—how fast dat rascal could run!

The big news one week was that a pushy tourist had stomped up to the Battery and just blurted out his governmental request without saying "Good Morning."

There was always plenty of laughter—especially if someone had also witnessed how quick old Miss Marsh could run/scream while waving a machete in the air along Maho Bay beach. Lindy, the town drunk (well, if you include Angel Dust) would 'heh, heh, heh' by for a fillet or two—while slowly checking out the plain-sight contents of the Jeeps. Sis Frank would fill us in on how wonderful all the members of the St. John Steel Pans did while performing in New York, and how nice it would be if, someday, the island had a School for the Arts. Annabelle Apple never missed a fish fry—why, what better time to (lovingly) tell everyone how to do everything? What business had Forrest Fisher opened this week? What had happened to the giant orange near the cannon at the foot of the ferry dock—had drunks from the Backyard really rolled 'its ugly self' into Pillsbury Sound? And was Guy Benjamin writing more delightful stories about 'those teef'n Puerto Ricans' or just playing dominoes in Coral Bay? The Roach family, of course, would be there. As would the two Cruz Bay grocery store tycoons: Miss Gladys and her sister Miss Lillian. (Miss Gina, a rival, had her tiny shop atop Jacob's Ladder.) Surely, the Rhodes and Mrs. Harvey would stop by. The Rutniks and Muilenburgs. Glen Spear would be chatting with his stoned stone-masons. Albert and Lonnie Willis might snap a picture or two. Andromeda Childs would always be there. Doris Jadan, of course, and Ivan-the-Opera-Singer—that is, if he wasn't off planting more lignum vitae trees. (Strange hobby—but he was formerly Russian so perhaps that explains it.)

The big news one week was that a pushy tourist had stomped up to the Battery and just blurted out his governmental request without saying "Good Morning."



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... nobody raised proper on St. John could imagine such rudeness.

Yes, there was a clock on the island—but no one had wound it in years.

Myra Keating-Smith was the entire health department 'back in the day'. The first thing she did upon arriving at the scene of an accident was, regardless of the severity of the injuries, pray for the victims.

The beautiful part was that, back then, everyone on St. John was on St. John because they wanted to be on St. John—either because they were born there or wished they had been. Nobody was there to make money—the very idea was laughable. The richest and the poorest St. Johnians weren't all that far apart. We were all living on the economic edge—in this distant, palm-scented outpost of tropical America. But the residents were united by their love of nature and each other, by their joy of swimming in the Caribbean Sea, by their mutual admiration of Bob Marley's music, Karen Samuel's paintings, and the lovely, perfect symmetry of a classic Mister Prince basket.

It was enough—hell, it was *more* than enough.

There was a rich, complex culture—with all its American/African/Euro social traditions—already in place. If you were a visitor, it behooved you to learn it first. Community respect wasn't something you could demand, it had to be earned, West Indian-style. On St. John, you got the exact reputation you deserved—for better or worse. "Being a local isn't about race or birthplace as much as *longevity*," charter skipper (and Lobster Hut owner) Bob Nose told me when I first arrived—words that rang true to this starry-eyed new arrival in search of a sane place of brotherhood (under the American flag) to raise a child while learning a craft.

Ah, St. John, before the advent of the drum machines, door locks, and parking lots was a magical, mystical place.

The thin 'marine guide book' of the era said that Coral Bay was, because of the voracious East End mosquitoes, of no interest to the cruising sailor. I sailed up there anyway—having heard there were some hippie-crewed Cowhorns sprouting up behind the grammar school. For the first week, our *Carlotta* was the only boat in harbor—then Tommy on *Sea Legs* sailed/rolled in. This was before Redbeard's or Skinny's bar. The only rumshop on that side of the island was the *Sputnik* back then, and I spent many a night belly-up to its fist-banged bar. One evening I walked in and Smitty was lying on his back, pie-eyed drunk, waving his arms and legs in the air like a giant capsized insect. I stupidly helped him to his feet. He immediately charged back into the "...look, look, look!" loud verbal fray—and the rest of the dem Coral Bay fellas gave me the bum's

rush out of the bar, yelling, "Mon, doan you know to let a sleep'n dog lay?"

Having tasted the quiet, quaint rural charms of St. John in the late 70s, I returned in the early 80s to raise our daughter Roma Orion there. We were the seventh vessel in Great Cruz Bay—long before the hotel was a gleam in Allen William's eye. I needed a place to write, and the first place I went into, *Connections*, allowed me to use a desk for "a week or two, until you finish the article for *Caribbean Boating*," said its owner Cid Hamling. But, hey, this was the West Indies. Time is fluid. I overstayed a tad. A year or two later, when Cid and Mary Pat moved downstairs from their original office upstairs next to the Lottery, I unobtrusively moved with them. (I eventually ended up writing in the toilet—"Perfect for the crap you write," quipped Cid.)

The thin 'marine guide book' of the era said that Coral Bay was, because of the voracious East End mosquitoes, of no interest to the cruising sailor. I sailed up there anyway—having heard there were some hippie-crewed Cowhorns sprouting up behind the grammar school.

Pine Peace School was barely afloat—and my wife Carolyn and I donated much time and a few of our precious pennies to make sure it survived. When a storm wiped out the Cruz Bay dinghy dock, we boaters didn't ask nobody for nutt'n—just shoplifted (okay, with permission) some 2 x 10 fir planks from Bill Hedges at the Lumber Yard and re-planked the dock ourselves. Ditto when the Cape Dory sloop *Lydia* sunk just off the channel—I filled it with a zillion empty milk jugs until it popped to the surface without charge—just because it was the right thing to do.

I remember helping 'Doctor Ted' Cummings and Tom Gerker with the early KATS program (born painfully out of the U.S. Boy Scout tragedy off Lovango), and (with Joe Colpitt of *Virgin Fire*) donating a brand new Optimist pram to the soon-thriving Coral Bay group.


Never, before or since, have I loved a physical location like I love ... well, the aptly named Love City of St. John. For over a decade, I reported on its marine happenings on Saturday mornings at 8am on Radio One WVI. I also sang its praises in the *Daily News*, *St. Thomas Courier*, *Sint Maarten's Daily Herald*, the *Marine Scene*, *All at Sea*, and various other local publications I wrote for—not to mention *SAIL*, *Yachting World*, *Southern Boating*, and *Cruising World*. I even 'organized' a book called *St. John People* that is still being passed around today—singing

the praises of its community members. Yes, I made sure the publication had highly entertaining chapters about such famous St. John residents as Robert Oppenheimer (father of the nuclear bomb) and John Anderson (author, *Night of the Silent Drums*)—but I didn't neglect Shurna Rabatt's delightfully quirky essay on her great-great aunt Gerda Marsh to do so. (*St. John People* is still a cherished literary memory.)

But nothing is forever. I'd come to St. John on a quest to sail around the world—and it encouraged me to do so in a myriad number of ways. We raised our only child on the island. I re-fell in love (each & every day) with my wonderful wife there. And I gained a million friends and friendships that would last a lifetime—all in, of, and about St. John. I even learned my craft—and earned my *American Paradise Publishing* money as well.

And so I sailed away—to make the Big Fat Circle I'd told everyone on St. John I'd eventually make so many years before. But I quickly learned that it is easier to physically leave St. John than it is to do so emotionally. When our daughter Roma Orion had a child in Amsterdam, she immediately rushed back to St. John to show Suku off—long before she brought her daughter to the continental United States. When Chris Angel had his health problem—we kept a phone line open while he was on the table. When we recently heard that Amos Rutnik had died, we cried. A month or two ago, when my wife needed a place to stay in Washington, D.C., she stayed with Wessy Miller, Cheryl Miller's daughter—who used to spend so much time with our daughter aboard *Carlotta* and *Wild Card* that we referred to them as the Goodmiller Girls.

... the bottom line is that, truly, home-is-where-the-heart-is. As we circumnavigate, we're often asked where we are from. We don't say Chicago or America or Boston—we say, St. John, USVI. Why? Because it brings a smile of sweet remembrance to our faces and it makes us proud. St. John is the only place we've ever lived which truly aspires to the ideals within our passports. And I will forever carry it within my heart.

Editor's note: Wild Card was last sighted heading westward from the Canaries. 

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

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SAILING WITH CHARLIE

RUM PUNCH

BY JULIAN PUTLEY

Rum punch is the classic Caribbean drink. It is served at hotel managers' 'welcome-to-the-islands' cocktail parties, on day sail excursion boats, at Caribbean beach parties and barbecues and on and on. But rum punch is often used in a more subtle way, as a pacifier, a soother for guests who have experienced the not uncommon frustrating experiences of Caribbean island life.

Joe and Jenny finally landed on the island of St Thomas after a grueling flight and a lost bag. At the exit gate a lady with a hibiscus in her hair was offering new arrivals free rum punches while a scratchy rendition of *Red Sails in the Sunset* was trying hard to imbue the scene with a quaint Caribbean flavor; all rather spoiled by loud taxi drivers trying to hustle visitors into their cabs. Joe and Jenny usually didn't drink; perhaps a glass of wine with dinner. On this occasion they managed two plastic cups each of the very sweet libation. "Welcome to paradise," smiled the hibiscus lady.

When they arrived at the hotel the room wasn't ready even though it was 4pm. Joe's voice rose to a crescendo of complaint when he was quietly offered free drink tickets at the beach bar by a smiling receptionist. At the bar they were poured two rum punches; three quarters rum with a splash of red liquid and a cherry, "Oh, this is disgusting, tastes like kerosene," whispered Jenny. The bartender smiled as he passed Joe his concoction. The weary couple decided to wander down the sandy beach, drinks in hand.

Half-an-hour later they were back at the bar in a noticeably more jovial mood. "That rum punch is not bad when you get used to it," giggled Jenny. The bar tender came over with the unhappy news that their room was still not quite ready ... but would they like another drink. "Island time," he said with a toothy grin. They accepted with not very convincing reluctance.

The next day they arrived at the ferry terminal for Tortola in the nick of time; they had overslept and curiously



they both had a slight headache. Probably the humidity, thought Joe. As soon as they maneuvered from the dock a deck hand started handing out – yep, you guessed it – rum punches. It was 10.30 in the morning! "Welcome to the islands," said the deckie. The background music was a scratchy song about a yellow bird and a banana tree. After a few minutes their headaches subsided.

When they arrived at the ferry dock in Tortola, Charlie was there to meet them and take them to their boat. At the marina there was a catastrophe. Their boat was taking on water and one engine was flooded. The batteries were under water, too. The marina manager, Sam, was apoplectic; the mechanic hadn't turned up for work.

Joe and Jenny should have been angry; it was the first day of their sailing vacation, but by now Joe was getting into the swing of Caribbean island life. He dug into his short's pocket and pulled out two tickets. "Here Sam, have a rum punch." Then he started humming 'Don't Worry, Be Happy.'

Hey, if you can't beat 'em, join 'em!



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

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PORT ANTONIO INTERNATIONAL MARLIN TOURNAMENT

DADDY'S DREAM WINS

BY CAROL M. BAREUTHER

PHOTO COURTESY OF PORT ANTONIO INTERNATIONAL MARLIN TOURNAMENT



Port Antonio International Marlin Tournament Bimini start - and they're off

The boats entered outnumbered the blue marlin released at this year's 48th Port Antonio International Marlin Tournament (PAIMT), held October 15th to 22nd, out of Port Antonio, Jamaica. Yet this didn't dampen the fun, excitement and ultimate suspense to see who would win. On the final day, as lines out was called across the 38 boat fleet with 186 anglers from Canada, the U.S, Bahamas, Cayman Islands and Jamaica, it was the Jamaican-based Hatteras 55, *Daddy's Dream*, that won Top Boat with two blue marlin.

"Fishing was very slow the first day," says Merrick DaCosta, owner of *Daddy's Dream*. "We didn't see any."

The all-women team aboard *Keepin' it Jiggy* successfully tagged and released the lone blue marlin on the first day. Ten hook-ups, four marlin lost in fight, and many tall tales of large fish being lost were also reported. The sole sailboat fishing, a 45-foot catamaran named *Onyva*,

caught a 37lb sailfish, a rare catch in Jamaican waters. The *Onyva* team repeated this feat again on the third day to bag the tournament's Sailfish Trophy.

The bite picked up on day two. Six blue marlin were fought, tagged and released and another six were lost in the fight. Luck aboard *Daddy's Dream* changed on this day.

"We headed out north about 26 miles offshore to the Henry Holmes Bank and ended up releasing two blue marlin for the day," DaCosta explains. "The first was around 10am. It was a small one, only about 120lb and a ten-minute fight. The second we caught around 2:30pm. That one was 160 to 170lb and the fight was 15-minutes. We fished both lures and ballyhoo. The marlin we caught were only interested in the lures – purple and black or pink."

These two blues put *Daddy's Dream* in the lead.

The fishing action was temporarily halted for the Lay Day festivities. Forty-one canoes participated in a colorful 'fish-

ing festival'. This tournament is limited to canoes with single outboard engines and three fisher folk per canoe. This fleet brought in many wahoo, mahi mahi and yellowfin tuna, but no billfish were caught.

On the PAIMT's third day, DaCosta and his *Daddy's Dream* team saw but didn't catch any blue marlin. Other boats did and this created a five-way tie for first going into the last day. *Daddy's Dream*, *Motivation*, *Integrity*, *Diana* and *Temptation* – in that order based on time – all had released two blue marlin.

Diana, the 2010 PAIMT's Top Boat, quickly retaliated on that final day with a third marlin in the late afternoon. The estimated 250-pounder was so green it defied several tagging attempts and the leader eventually broke. This fish was disqualified because it wasn't properly tagged. Use of The Billfish Foundation tags, with photo-confirmation, became mandatory in the PAIMT in 2000.


"I was completely over the edge that last day," says DaCosta. "The last half hour of the tournament was the longest in my life. We all feared one of the boats with two would get a third and beat us – but they didn't!"

Overall, 17 blue marlin were tagged and released. In addition, three sailfish, 18 mahi mahi (heaviest 23lb) three yellowfin tuna (heaviest 40lb) and 16 wahoo (heaviest 30lb) completed the catch.

The blue marlin bite is usually red hot off Jamaica in the fall. In fact last year a 25 boat fleet tagged and released a record 55 blue marlin.

"Very slack currents, fairly calm seas and notably hot waters to the north of northeast Jamaica probably accounted for the very slow offshore billfish bite," says tournament director, Dr. Ron DuQuesnay. "This was likely due to the developing Hurricane Rina in the Western Caribbean."

Daddy's Dream's win earned them an invite to the 12th Bonni-

er-IGFA World Championship, now scheduled to be held in Cabo San Lucas, Mexico, May 13th -18th 2012. The 49th PAIMT will be held October 20th to 27th 2012. 

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



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Winners of the Nunes Tournament *Pazit II*. Captain Dr. Jason Belizaire is on the far right

FOURTH ANNUAL FRANCIS NUNES JR. MEMORIAL FISHING TOURNAMENT

VICTORY FOR *PAZIT II*

BY CAROL M. BAREUTHER

High-speed trolling paid off for Dr. Jason Belizaire and his crew aboard *Pazit II*. This relatively new-to-the-Caribbean fishing method enabled *Pazit II*'s four person team to reel in a total of seven wahoo or 183¼lb of fish earning them Champion Boat at the 4th Annual Francis Nunes Jr. Memorial Fishing Tournament and Seafood Festival, held out of Nelson's Dockyard in Antigua on October 1.

"We headed about 50 miles offshore and chose to fish conventionally at first," says Belizaire, who captained his 25ft Boston Whaler, *Pazit II*. "Everything that hit our lines we lost. So, by late morning we switched to high-speed

trolling with lures for wahoo and caught all seven by early afternoon. They were fairly good size – all weighing between 20 and 37lb."

Lady angler Stephanie Shoul fishing aboard the Grady White 306, *Shoulin*, caught a whopper wahoo weighing 54lb that landed her the Largest Fish Caught by a Lady Angler and Largest Wahoo prizes.

"We started fishing in the southeast corner on an edge, but we encountered a lot of seaweed and small dolphin," explains Shoul. "The three youths on board enjoyed the action and caught six small dolphin or two fish each. But we were looking for bigger fish and moved to South Bank."

It was at the South Bank that Shoul hooked up and landed her winning wahoo.

"We encourage the youth in our family to fish, so we take part in this tournament mainly as a lesson to them," says Shoul. "Our deal on the boat is for the children to fight all the fish unless we feel the fish is too big or the fish is on the wire line. Here is where I lucked out – our big wahoo hit the wire line, so it was my fight!"

This was the second time Shoul has won in this tournament. The first came in the inaugural event in 2008 when, fishing aboard *Adventure Xtreme* with Captain Eli Fuller, she won the ladies prize for the largest wahoo, a 23¼-pounder.

Fellow lady angler, Manny Titze, caught the largest kingfish – a 25½-pounder – aboard *Sixpence*.

For the men, Samier Hanna aboard *Simply Nutz* caught the Largest Fish Caught by a Man – a 42¼lb wahoo, and Colin Martin, on *White Eagle*, reeled in the largest dolphin – a 16½-pounder.

"Our deal on the boat is for the children to fight all the fish unless we feel the fish is too big or the fish is on the wire line. Here is where I lucked out – our big wahoo hit the wire line, so it was my fight!"

Junior anglers enjoyed good luck too. Seven-year-old Hunter Langlois won the trophy for youngest angler to catch a fish: Langlois reeled in a 13¾lb dolphin. Joseph Nunes, one of the tournament namesake's nephews, reeled in a 44¾lb wahoo to win the trophy for the largest fish caught by a junior angler.

"This tournament is held as a memorial to Francis Nunes Jr. who was so important in the development of sport fishing in Antigua," says regatta chair, Phillip Shoul. "A big family man, the vision for this tournament was about bringing family and friends together and to support youths and children getting involved in fishing as both a career and a hobby."

The fun continued ashore when fishermen from aboard the 22 tournament boats gathered on the lawn in front of the Copper and Lumber Hotel for a Seafood Festival. Fresh seafood pasta, gumbo, cockles, conch, lobster, battered fish and even sushi were on sale making it a delightful and delicious end to the day.

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



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ST. LUCIA INTERNATIONAL BILLFISH TOURNAMENT

SHEPPARD BOATS 610-POUND BLUE MARLIN

BY CAROL M. BAREUTHER

The 610lb blue marlin Trinidad's Alan Sheppard landed in the St. Lucia International Billfish Tournament, held October 19th to 23rd out of IGY Rodney Bay Marina, didn't earn his new Bertram 54, *Abracadabra*, the top boat prize. However, it did net him the trophy for Heaviest Blue Marlin as well as a boatload of bragging rights.

"I've fished this tournament for many years, but have never won," says Sheppard, who confided that his new boat, 19ft longer than the previous one that he fished aboard in last year's tournament, may have been a good luck charm.

"The seas were lumpy the first day but it was not too bad on the new, bigger boat," Sheppard says.

The *Abracadabra* team headed 18 miles north of St. Lucia and east of Martinique to fish an area where they enjoyed success the year prior. The first day was slow for them, with one bite in the morning and the release of a 250lb blue marlin after a short fight later in the day. This put *Abracadabra* in the top ten. However, two boats – *Vesper* and *Pair A Dice* – released three blue marlin for the day and these vessels topped the leader board after the first day of fishing.

The second day, Sheppard and his team headed back to the same spot.

"We didn't have a single bite all day. Everyone was disappointed," he tells. "Then, at 3:30pm the big lure we had off the short corner exploded. I was sitting right next to my rod at the time and heard the line start to scream. I saw the fish come up and eat. It took me about three seconds to get the rod out of the holder because there was so much pressure on it."

The big blue marlin tail walked for a couple of hundred yards behind the boat and then sounded. Fourteen minutes later, Sheppard and his crew had the whopper up beside the boat.

"I thought it was around 400lb at first," he says, "but the longer I looked at it the larger it got."

Back at the dock the weigh master called out 610lb. The minimum release weight for this tournament is 300lb, so this blue marlin was over twice this limit. In addition, this fish was only 97lb less than the St. Lucia record of 707lb set in 1996.

"The excitement was unreal," Sheppard says.



Top Boat – Carolina Girl

The next and final day, *Abracadabra* had five or six tournament boats follow them out to their hot spot. Yet, in spite of a few bites of blue marlin and sailfish, the *Abracadabra* team didn't have any more luck and finished sixth on the scoreboard.

Trinidad's *Carolina Girl* won Top Boat and Top Foreign Boat with five blue marlin releases, followed by St. Lucia's *Exodus IV* with four blue marlin and three sailfish (which also netted them the Best Local Boat prize), and Trinidad's *Vesper* in third with four blue marlin and a sailfish.

Antigua's Ruth Liney, aboard *Rum N Coke*, won Top Angler and Top Female Angler with three blue marlin releases. Marylyn Sheppard, fishing from the *Reel McCoy*, followed as second best angler with three blues and Alan Sheppard was third with his landed blue.

A total of 48 blue marlin and nine sailfish were released in the four days of fishing.

In the game fish category, Trinidad's Andrew Rapson on *Pair A Dice* caught the largest wahoo, a 32-pounder. St. Lucia's Brian Hamel-Smith, on the *Lucky Strike*, reeled in the heaviest tuna, an 87-pounder.

A total of 117 anglers from Antigua, Trinidad/Tobago, Barbados, Guadeloupe, the U.S., U.K. and St. Lucia fished aboard 24 boats in this 21st annual event hosted by the St. Lucia Game Fishing Association.

"It was a fantastic tournament," says Sheppard. "We'll be back next year!"



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



Alan Sheppard (third left) was Top Angler

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DESPERATE SAILORS

HELP IS BUT A CLICK AWAY

BY KERRY BIDDLE-CHADWICK

PHOTO COURTESY OF JOHN PERRY



John Perry, co-founder of Desperate Sailors

At some point while cruising, things go wrong. Perhaps the engine starts belching clouds of smoke or you find rot in the woodwork where a leak has developed. In an unfamiliar anchorage, where do you start looking for someone to fix your problem? Now, thanks to desperatesailors.com, help is an Internet connection and a click away.

John Perry and his business partner found themselves in a similar situation when they were looking for crew and had no idea of where to find them. Eventually they did find the crew they were looking for and the experience gave them an idea. Perry and his partner started a website where members could profile their skills and expertise. Desperate sailors could then search the site and find the skills that they needed to fix their particular problem, be it engine trouble, looking for crew or babysitting.


What started as an idea became a user-friendly website. It was decided to keep the crew and boat-finder sections free, while charging a very reasonable annual membership fee for people offering services.

The goal is to eventually cover every corner of the cruising world, so that no matter where you are you can find some sort of help or – at the very least – a place to start

asking. Cruisers can update their profile to show where they are and stay in touch with fellow cruisers who are also part of Desperate Sailors.

Are you nervous about putting your profile online? Don't be. The site is secure and you have control of how much or how little information you share. Of course, the more detailed your profile, the easier it will be for people to find you and to see what skills you have to offer. The site also provides live chat, so you can correspond with other members in real time or leave a message for them if they are not online. The events calendar shows what is happening in a bay near you – live music, cruisers' pot luck, Happy Hour – whatever is going on where cruisers can get together and make friends with other cruisers.

Cruisers have many skills to offer and what better way to advertise them than on a website specifically designed for that purpose.

For more information, visit: www.desperatesailors.com 

Kerry Biddle-Chadwick is a freelance writer who has been writing for magazines in the Caribbean and online newspapers since 2006.



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Under the direction of Prof. Dr. Stephan Martin the German Center of Diabetics (DDZ) Duesseldorf scientifically proved the efficiency of HighTone Power Therapy on diabetical polyneuropathy. In comparison to the conventional method of the Transcutaneous Electrical Nerve Stimulation (TENS), HighTone Power Therapy is much more effective. For 80% of the polyneuropatic patients treated with HighTone Power Therapy (painful and painless polyneuropathy) considerable relief was documented, only 33% of the patients treated with TENS experienced similar relief.

A clinical study under the responsibility of Prof. Dr. Peter P. Nawroth at the University Hospital in Heidelberg (Germany) investigated the effect of HighTone Power Therapy on patients with painful diabetical polyneuropathy: Also in this case considerable relief was documented for 75% of the patients.

At the University Hospital of Würzburg (Germany) a clinical study of Prof. Dr. Dr. August Heidland showed an improvement for 73% of the patients.

An observational study by the West German Center of Diabetics and Health at Duesseldorf (WDGZ) extended the data base of the studies: 414 patients suffering from diabetes received a therapy unit for a 6 week treatment at home. For 88.4% a significant reduction of neuropathic pain was documented. Also sleep disorders were reduced.

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CELESTIAL PART IV

PUBLICATION 249 & THE UNIVERSAL PLOTTING SHEET

BY ANDY SCHELL

Celestial is coastal navigation on a galactic scale; the sextant essentially an advanced hand-bearing compass. Imagine coming across a bell buoy in mid-ocean. Your radar tells you the buoy is a mile away. Your instruments are dead and for now you have no idea of the buoy's compass bearing. What are your possible positions? The answer is simple – if plotted on a chart, you would draw a circle around that buoy, with a one-mile radius – you could be anywhere on that *circle of position*. If given a compass bearing to that buoy, you now have the simplest of fixes – a distance and a range. Keep this in mind.

There are three figures needed to enter the sight reduction tables (Pub. 249) – AP Latitude, Declination (north or south), and LHA. Each whole degree of AP latitude has several corresponding pages in Pub. 249. Find the correct page, based on declination, which is shown as a range north or south. Now find your exact declination, and move down that column to the corresponding LHA. You'll find three numbers – *Hc*, the calculated sextant angle; *d*, which in this case is the *declination factor*, and *Z*, *azimuth* (the angle to the GP from geographic north). On the back page of Pub. 249, you will find corrections for the *d* number. This correction is applied to the *Hc*.

Transfer your *Ho* reading from section one. The *intercept* is calculated from the difference between *Ho* and *Hc*. Always subtract the lower number from the higher one so your answer is always a positive number. The intercept represents the difference between your *actual* sextant reading, and the *imaginary* sextant reading that was taken from the AP and calculated in Pub. 249. This then is how you derive position (or rather a line of position, LOP) – if your actual reading (*Ho*) is larger than the imaginary reading (*Hc*), then you *must* be closer to the sun, as it's a wider angle. Conversely, a *Ho* lower than *Hc* would mean the opposite, that you are further away and the sun appears lower on the horizon to you. This *towards the sun* or *away from the sun* (from the AP) distinction is imperative when moving onto the plotting sheet.

The Universal Plotting Sheet

From the sight reduction form, record four important bits of info in an upper corner of the plotting sheet – DR position, AP, the azimuth and the intercept (towards or away). Begin by setting up the plotting sheet for the correct latitude – note that lines of longitude converge towards the poles,

so that the distance between them changes dramatically as you head north or south of the equator. The plotting sheet accounts for this with the scale on the bottom right corner.

First plot your DR position, and mark it with the traditional dot and half-circle to indicate as such. Then plot your AP, with the dot and full-circle, as it's in fact a known position (whereas DR is just an educated guess). The azimuth is plotted as a dotted line drawn through the AP. Label the correct end with a small smiley sun (be careful not to plot the reciprocal bearing!). The intercept then is the final step. Starting at the AP, measure the intercept *towards* or *away from the sun* – your little smiley picture – and make a mark. The intercept, as mentioned, is the difference between *your* sextant reading and the *calculated* reading. The beauty of measuring in arc degrees is that the degrees and minutes off the sextant exactly correspond to degrees and minutes of latitude, and therefore distance. An intercept of 24' away means that your sextant altitude was taken 24 *nautical miles* further from the sun than the calculated altitude. Finally, plot your LOP through the intercept and at an angle exactly 90° to the azimuth, as a solid line.

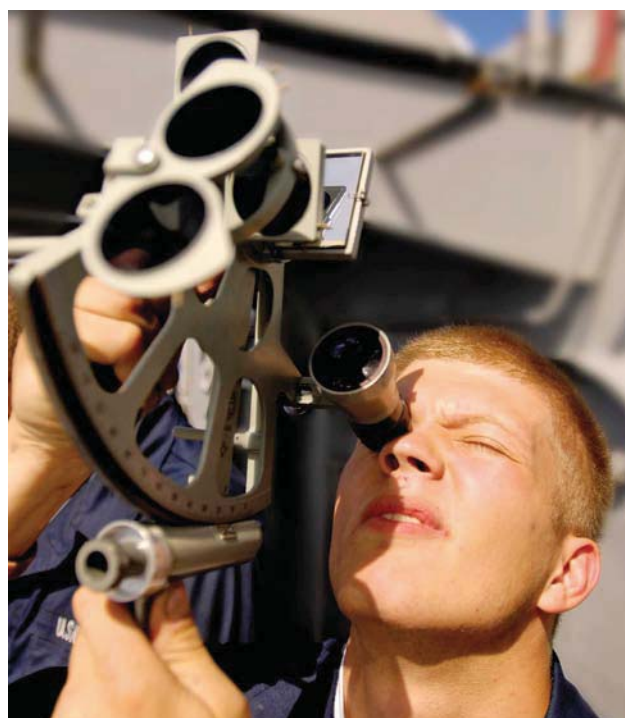
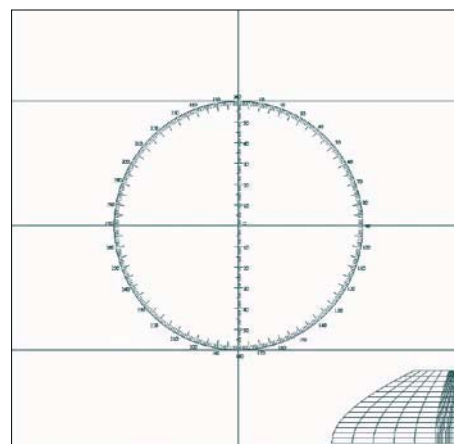
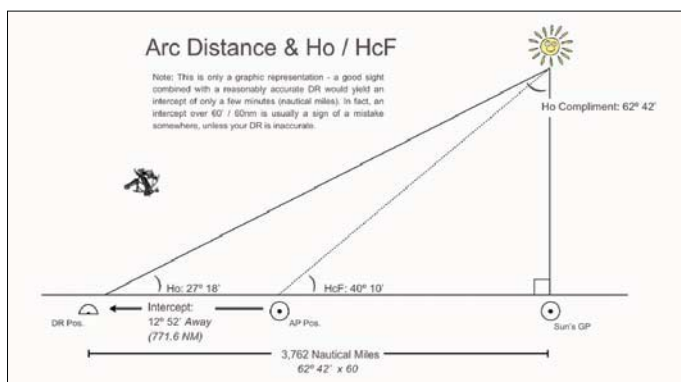
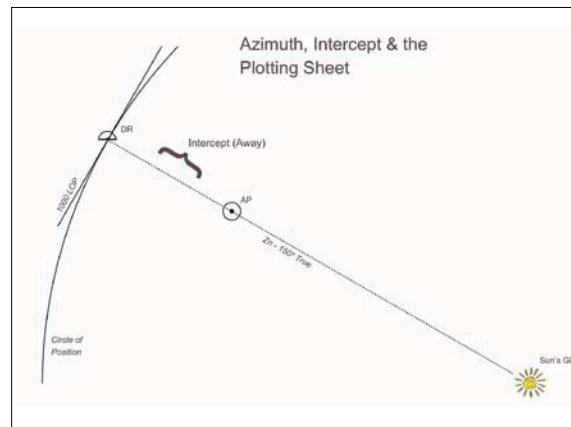


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Date:	D.R.:	Time (GMT):	→ Note #1: Figures to Enter Pub. 249**
1. Sextant Observation & Corrections (Data from Sextant & Almanac Inside Cover)			1. Assumed Position Latitude (N/S)
Hs	→ Raw Sextant Data		2. Declination N or S?
L.E.	→ Index Error		3. Local Hour Angle (LHA)
Dip	→ "Height of Eye"		→ Note #2: Figures to Begin the Plotting Sheet**
Alt.	→ Altitude Correction		1. D.R. Position
Total Corrections			2. Assumed Position
			3. Azimuth (SbD-07)
			4. Intercept (Towards or Away?)
Ho	→ Corrected Sextant		
2. Sun's Geographic Position (Data from the Nautical Almanac & Your Watch!)			
Date:	D.R.:	Time (GMT):	
Declination (N/S?)	→ Almanac Date Page		
GHA2 (Hrs.)	→ Almanac Date Page		
GHA2 (Min./Sec.)	→ "Grey Pages"		
GHA (Total Correction)	→ GHA2 + GHA2		
Assumed Position	→ DR Lon. w/GHA Min. Lat (P Only):	Lon.	
LHA	→ GHA "T" - AP Long.		
→ See Note #1 to the right...			
3. H.O. 249 - Sight Reduction Table & Calculated Sextant Angle			
Hc	→ Calculated Sextant		
d	→ Declination "Factor"		
Z	→ "Azimuth"		
d Correction	→ H.O.249 Last Page		
Hc Final	→ Hc +/- d Correction		
Ho	→ From Sect. 1		
Intercept	→ Hc - Ho		
→ See Note #2 to the right...			

Opposite page: Shooting the sun. This page, clockwise from left: Sight reduction worksheet; Azimuth and intercept, Plotting Sheet, Arc/distance



What this LOP represents is merely a tiny tangent to a much larger *circle of position* around the GP of the sun. And since an LOP is *not* a position, a second sight must be taken on a second celestial body, or on the same one at a later time in the day, just as you can take a running fix on a lighthouse ashore as you sail along a coast.

Celestial then requires a big commitment to rely on as a sole means of navigation. The navigator will typically follow a pattern when taking sights, and is always prepared ahead of time. At dawn and dusk, during twilight when the brightest stars are out and their remains a visible horizon, the navigator will be ready with his sextant, and already know, by examining the books, in which direction to look and for which stars. At these times he'll get the most accurate fixes, as likely three, four or even five stars and/or planets can be shot within minutes of each other. As the sun rises, he will be ready around 10am, to get a good morning sight. He will advance and cross his am LOP with the noon sight and further advance the noon sight to cross with another sight, taken sometime in the afternoon. At

dusk he will repeat the procedure with the evening stars. Safe landfalls are dependent upon the navigators accuracy, which over the course of a long offshore passage, may not be truly known for weeks. When an island finally appears over the horizon when and where it should, only then can the navigator relax.

Editor's note: Publication 249, Sight Reduction Tables for Air Navigation, was used throughout our series on celestial navigation. This book can be used for air or marine navigation and is recommended as easier to use than the marine sight reduction tables.

Andy Schell is a professional yacht captain. He contributes regularly to All at Sea and several other sailing publications, and is Chief Editor of the annual Yacht Essentials Portbook. He and his wife Mia recently completed an Atlantic crossing to Ireland via Newfoundland on their yawl Arcturus. Find them online at fathersonsailing.com



Most modern steering pedestals are made from aluminum and usually are powder coated in the factory. This deteriorates over time. As powder coating is not something we can do on board, we use an alternative method of spray painting our pedestal.

Our pedestal is very simple with very few added extras. You need to dismantle and remove any auxiliary bits including any navigation equipment and fixtures and fittings like tables and cup holders. Our steering system is an Edson, but many other systems follow a similar design. It is always a good idea to separate individual components as corrosion always starts at the joints, it is also important to treat the bits we can't see.

Remove the compass and disconnect the wire from the compass light. Inside the binnacle, which houses the compass, you will find four long



1: Sanding the pedestal – First remove any loose or flaky coating to achieve a smooth surface;
2: Etch priming the pedestal – Aluminum needs a special etch primer to ensure a good adhesion

slotted bolts, remove these and you will release the binnacle and the engine controls. Next remove the split pins and disconnect the engine controls. You can leave the steering shaft and chain in place. It's a good idea to take this opportunity to check this part of your steering system.

Now that you have all the bits dismantled, scrape off all the old coating with a knife, then rub down using wet and dry sand paper. Start with 180 grit and gradually increase to 400 grit so that you are left with a smooth surface. The column of our pedestal was in better condition than the other parts, so only needed to be rubbed down to give a key and to even out some minor imperfections.

Aluminum requires rather special treatment as regular paints and primers don't stick for very long. You need to use an etch primer to ensure a good adhesion of paint. Two-pack etch primers have been the norm but recently aerosol spray etch primers have become available and are very good, especially as you will be using aerosols for the final coats.

Our pedestal separates into five separate pieces, so the next stage is to prime and paint the mating surfaces. Make sure that you have covered the area in which you are working. Once the paint has dried, reassemble the pedestal. Now we are ready to paint the whole unit. Again mask up the area thoroughly and cover all surrounding areas before spray painting.

Spray painting is a bit of an acquired art and so it is a good idea to buy an extra can of paint to first have something to practice with. Keep the can as upright as possible, use a slow gentle pressure on the nozzle and even sideways strokes. The trick is to use many thin coats rather than just one or two heavier coats. Always try to maintain a wet edge. Once it looks good, stop! Putting more coats on could lead to the paint running or dripping. Use this technique for the etch primer, then a regular

primer and finally an enamel gloss top coat. There are a whole range of aerosol paints available, but you get what you pay for. You can apply almost continuously only leaving a few minutes between each coat. However, if you get a run or a blemish you will need to leave for 24 hours before you can rub down with 600 grit wet and dry and start again.

Our compass is an early Ritchie Navigator with a painted brass bezel. (Later models have a plastic bezel; which



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3: Spraying the pedestal – The area you are working in needs to be protected when you are spray painting which includes masking or removing the steering wheel; **4:** Priming the compass – The old brass bezel on our compass is carefully scraped and then primed and painted; **5:** Painted compass bezel – Our Ritchie Navigator gets a facelift; **6:** Varnish the pedestal table – Varnishing requires long continuous strokes keeping a wet edge; **7:** Refurbished table – Our newly refurbished steering pedestal

is much better.) This can also be scraped of its old paint, being very careful not to scratch the glass. After carefully masking with fine line masking tape the brass bezel is first primed and then painted, in the same manner as the pedestal, to the color of your choice – we chose black.

Finally, any wood trims and fixtures surrounding the pedestal should be stripped of their old varnish by scraping and then sanding using progressively finer sandpaper. We like to use 180 grit orbital disks then increasing to 240 grit sandpaper by hand. The wood in our case is teak and is wiped down with a damp rag to remove dust and then wiped with acetone to remove any residue or traces of oil inherent in teak. There are different varnishes out there to suit your needs and again you get what you pay for. We chose to use a professional yacht varnish as this tends to give a better gloss finish. Use a 1½ inch good quality foam brush. The first coat of varnish should be thinned down by

50% with thinners. A second coat can be added the same day. Reduce the amount of thinners with each coat until you are only adding a tiny amount for the final coats, just to help the varnish brush on more easily. Brush strokes should be long and continuous in the direction of the wood grain, always keeping a wet edge. Between applications, each coat should be gently rubbed down with 280 grit sandpaper.

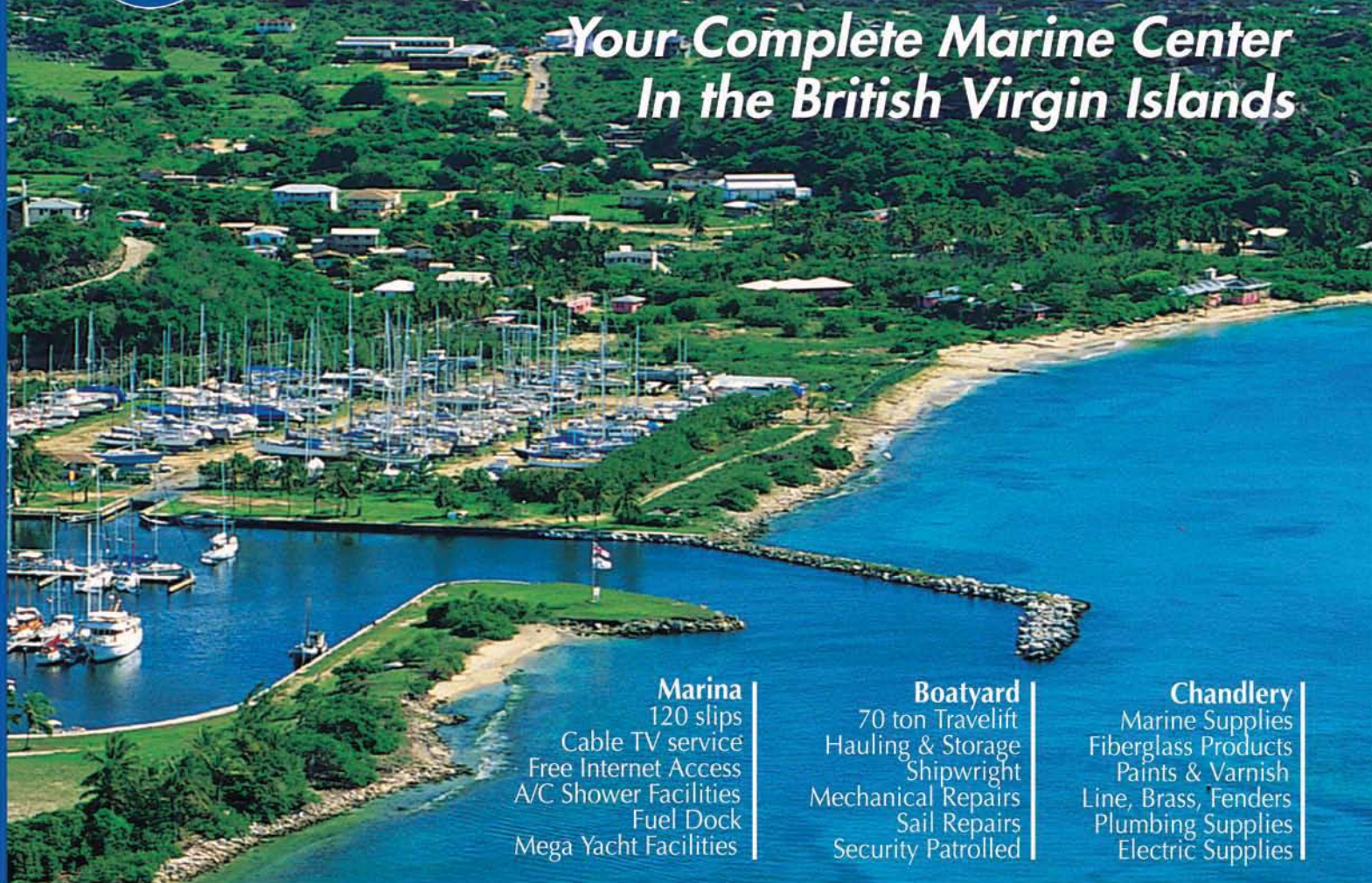
The varnishing is the most time consuming part of the refurbishment. Once varnishing is completed everything can go back together and you now have a newly refurbished unit. As with all paints and varnishes manufacturers' instructions should be carefully read and followed, as products vary. ☺

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



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PIRATES AND PRIVATEERS

YACHTSMEN AND WASTE

BY SEAN PATON

PHOTO BY HENDRIK WUYTS – SCUBA VISION FILMS, BONAIRE

Lighthouse and pollution – The Wilmstoren Lighthouse, Bonaire

History tells us that seafarers from far-off shores have always left their mark on the lands they visit and the islands of the Caribbean are no exception. With the arrival of Christopher Columbus, Sir Francis Drake, Admiral Lord Nelson and others, the face of the Caribbean would change for ever.

Some of those changes can still be seen and heard today: like the sweet twang of an English West Country accent when you tie up in Barbados. The green eyes of some of the native people of Montserrat; shout the name Sean and heads will turn as the long line of Irish blood stands before you. These days we look back with nostalgia as the stories of pirates and privateers are recalled as history, folk law and legend.

The islands named by pirates often reveal the bloody truth, like *Dead Mans Chest*, an island in the Virgins that

legend has it got its name from the ill-fated crew who were left there to die as punishment for being lazy, drunk and dipping into the booty of their shipmates.

Tales like these make up the grim but colorful history of our beautiful islands. But it wasn't all bad. From places like Jamaica came sugarcane and rum, a product that was almost a currency in the Caribbean for many years. Today rum still represents a fair chunk of certain island economies.

The Caribbean was rich and everyone, from kings and queens to the lowly deckhand, wanted their share. The greed for the gold of the Americas and the fruits of the Caribbean would start wars and turn pirates into privateers and in some cases privateers into Governors, their royal warrant often short-lived if the recipient proved too successful or popular.

All was fought in the name of king and country and this

was depicted by the ensigns that fluttered from the stern of the ships, and the flags that flew over the various islands.

It would be remiss to suggest that these times brought only bloodshed and misery. One of the most surprising things to come from piracy was its contribution to democracy. It is true that each ship had a captain. What is not so well known is that the captain was elected by the crew. Once in command he may be the captain but he could also be voted out again. The strong bond and camaraderie of the men on these ships often extended past their time at sea. As they left the ships for their chosen safe haven ashore, rum shops were opened, wives were taken and in no time the retired sailor was as much a part of the island's culture and history as the poor slaves and the crown that ruled them.

All of this and more is what stands behind the open arms and smiling faces that welcome today's yachtsmen to these beautiful Caribbean shores. The same flag that flew over cannons and cutlasses now stands proudly over modern-day yachts, making seafarers diplomats of their country.

What has changed are the challenges faced by the islands of the Caribbean. The wealth brought by yachting comes at a price. The good news is that modern yachtsmen need not carry a sword in order to help; just a little forethought will do the trick. It's not what we bring to the islands so much as what we leave behind.

Many of the larger islands have facilities to deal with most types of waste, but a lot of the smaller islands do not. We can all help and it's fairly easy. When you come into port, make a few enquiries. For instance: Do they recycle? Can they deal with discarded batteries? If you need to discharge a septic tank or oily bilge, is the island's waste water facility able to handle salt water?

In a future article we will look at what waste the islands can and

can not take. Until then be an ambassador. Please reuse and recycle!



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 or visit: <http://www.bicepsbonaire.org>

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THE **MAGICAL** CARIBBEAN SEAHORSE

HIPPOCAMPUS

BY JOE ZENTNER

Seahorses, with the head of a horse, a pouch like a kangaroo, a tail like a monkey and males that give birth, have long captured the imagination of people. The generic name for seahorses – *Hippocampus* – literally means ‘sea monster’.

Distinguishing Characteristics

There are several distinct families in the suborder *Syngnathoidae*, to which seahorses belong. This suborder includes sea moths, pipefishes, trumpetfishes, cornetfishes and snipefishes.

These creatures have unique characteristics that distinguish them from all other fishes. Physical features include external armor in the form of bony plates, tufted gills, and an elongated snout. This upright fish swims by means of a dorsal fin that is translucent and often nearly invisible.

Caribbean Species

Some 32 distinct species of seahorses are found around the world. They live in both warm, tropical seas and chilly waters. The animals favor grass beds, kelp forests, mangroves and corals. Seahorses are slow swimmers. They have a prehensile tail (adapted for seizing or holding, especially by wrapping around an object), that they use to grasp onto sea grasses.

The smallest member of the seahorse family, the Dwarf Seahorse (*Hippocampus zosterae*) is found in the Gulf of Mexico off Florida, west to Texas, as well as in the Atlantic Ocean, off the Bahamas. The species is beige, yellow, green, or black with white markings that mimic splashes of paint. It is found in shallow grass flats, as well as among floating vegetation.

The Lined Seahorse (*Hippocampus erectus*) is found in the Gulf of Mexico and the Western Atlantic. The species varies in color from orange or brown to yellow, red or black. White lines are found on the head and neck. Lined seahorses live in shallow water.

The Longsnout Seahorse (*Hippocampus reidi*) also lives in the Gulf of Mexico and the Western Atlantic. It is often covered with brown spots and tiny white dots, especially on the tail. The Longsnout Seahorse has a long, thick snout.



Dwarf Seahorse – *Hippocampus zosterae*



Seahorse – *Hippocampus*

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Lined Seahorse – *Hippocampus erectus*



Longsnout Seahorse –
Hippocampus reidi

Seahorse Facts

Seahorses must eat almost constantly in order not to starve. They use their snouts to suck in food—small shrimp, plankton, and fish larvae—whatever will pass through the tiny mouth.

Seahorses often change color. They do so to hide from predators, to show aggression, and to engage in courtship rituals. Each eye can rotate independently from the other; consequently, one eye can look in one direction while the other is scouting out a completely different area.

Male Pregnancy

Perhaps the most unusual feature of the seahorse is that the male gives birth. The male seahorse's pregnancy begins with a greeting ritual dance that is initiated by the female. Their elegant courtship includes the pair changing color, entwining around one another, and promenading together.

Eventually, the female points her snout up and starts rising in the water. The male then begins to force water in and out of his abdominal brood pouch. They connect as the female positions her egg duct over the opening of the male's pouch. Locked together, the female transfers strings of eggs into the pouch, where they are fertilized. Depending on the species and the water temperature, pregnancy lasts from two to six weeks, and the male will give birth to up to 1500 tiny seahorses.

Could we lose these incredible animals?

Although seahorses are found worldwide and throughout the Caribbean, there is growing concern over declining populations. Their natural habitats are typically areas that are often heavily exploited by man. Human population explosion, global warming and destructive fishing methods are destroying many of these areas.

Compounding the problem is the use of seahorses in Oriental medicine, where the dried bodies of these creatures are believed by some people to be useful for treating such ailments as intestinal disorders and pain. Millions of seahorses are harvested every year for these purposes.

Project Seahorse

Project Seahorse is an international effort aimed at educating people about these animals. The Project is working to expand knowledge about the proper care of seahorses in the aquarium industry, as well as managing seahorse fisheries.

International protective legislation can help save the seahorse from extinction. Aquafarming can help solve the global problem of overfishing for food and the consequent habitat destruction. Although the aquarium trade represents only a fraction of all seahorse harvesting, the marine hobbyist can help alleviate the pressure on wild populations by choosing a farm-raised seahorse for a home aquarium.

The seahorse is a marvel of the animal kingdom. Observing this animal go about its daily routine awakens a sense of mystery in persons who appreciate the wonders of nature, yet at the same time generates an inner sense of contentment.

Seahorses are unmatched in style and beauty. Enjoy, but please be mindful of the fragility of nature.

For more information, visit: <http://seahorse.fisheries.ubc.ca> 

A native of Topeka, Kansas, and a freelance writer, Joe Zentner attended the Universities of Wisconsin, Missouri and California. He summers in the Caribbean.



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NAUTICAL HOLIDAY EVENTS

LET IT SNOW, LET IT SNOW, LET IT SNOW ... ELSEWHERE

BY CAROL M. BAREUTHER

There might not be snow and sleigh rides but there are plenty of holiday festivities for cruisers to enjoy throughout the Caribbean. These joyous events span north to south from Florida to Trinidad and east to west from St. Lucia to Guatemala. Here is a sampling:

Fort Lauderdale, Florida – Over 100 yachts take part in the Winterfest Boat Parade, an event that attracts over one million spectators as well as TV cameras. This year's 40th anniversary theme is 'Rockin' Boats and Holiday Floats'. The parade sets sail December 10th starting at 6:30pm from downtown Fort Lauderdale. To commemorate Ft. Lauderdale's 100th birthday, Winterfest is adding a new category and calling on vintage boats to enter. Another highlight for 2011 will be limited edition poster artwork by marine life artist Guy Harvey. This will be available for sale as commemorative prints and T-Shirts. www.winterfestparade.com

San Juan, Puerto Rico – San Juan Bay will be the grand stage for Club Nautico de San Juan's San Juan Christmas Boat Parade. Now in its 3rd year, nearly 30 merrily lit and decorated yachts took part in 2010 – including a 100ft sailing yacht visiting from Australia – and even more are expected this year. "Spectators can watch the parade, which takes place on December 10th from 6pm to 8pm from the Paseo de la Princesa in San Juan, along the Canal de San Antonio

in Puerta de Tierra, the cruise ship docks and the boardwalk in Catano," says commodore, Gustavo Hermida. Visiting boats are welcome to join. www.nauticodesanjuan.com

Christiansted, St. Croix – Over 25 vessels, everything from 65-plus-footers to dinghies, sail and power boats, will deck their bows with lights and colourful decorations and sail east to west two or three times around Protestant Cay in Christiansted Harbor starting at 6pm. The Christiansted Boardwalk is the best viewing point for the December 10th St. Croix Christmas Boat Parade. "Activities on the Boardwalk will include Christmas carolling, dance groups, choirs, a cantata from Southgate Baptist Church and many others, all starting around noon," says organizer, Martin Oliver. The evening concludes with a grand fireworks display. For information, call: (340) 773-1453.

North Sound, Virgin Gorda, BVI – Join the 11th Annual Holiday Lighted Boat Parade, starting at 5:45pm on December 24th at the head of the Bitter End Yacht Club (BEYC) channel. "Santa and his merry elves on the steel drums will be aboard *Ponce de Leon* leading the parade," says John Glynn, the BEYC's vice president of North American Sales. Great prizes will be awarded ashore afterwards at the Christmas Eve Celebration for well-lit and creatively-decorated boats. "This year we are adding an 'anchored yacht' category for large



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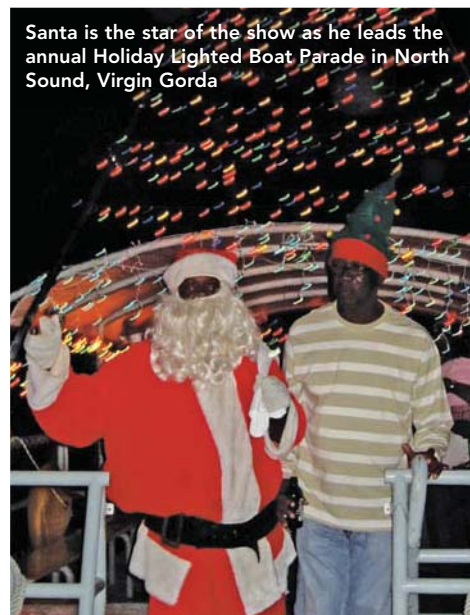
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Nautical Holiday Events



Cruisers help children celebrate Christmas at the Casa Guatemala Orphanage, Rio Dulce, Guatemala



Santa is the star of the show as he leads the annual Holiday Lighted Boat Parade in North Sound, Virgin Gorda

PHOTO COURTESY OF JOE COLON

yachts," Glynn adds. Sail, power, crewed charter boats, plus private boats all welcome. www.beyc.com

Nelson's Dockyard, Antigua – There are three nautically wonderful ways to enjoy the Christmas and New Year's holidays on Antigua, notes John Duffy, past president of the Antigua & Barbuda Marine Association and president of the Caribbean Marine Association. "On Christmas Day there is a champagne party in Nelson's Dockyard and not to be missed. The Antigua Yacht Club's annual Nelson's Pursuit Race takes place on New Year's Eve and up to 40 yachts take part. Also on New Year's Eve is a fireworks party in Nelson's Dockyard conducted by the National Parks." www.abma.ag

IGY Rodney Bay Marina, St. Lucia – Activities and festivities dial up a notch with the combination of the holidays and arrival of the Atlantic Rally for Cruisers (ARC). The ARC Village opens from Noon to 6pm from December 9th to 16th. Chef demonstrations, sporting events for kids, live music and beach and costume parties are some of the fun. In addition, says Portia Mogal, the marina's marketing, sales and event coordinator, "The Christmas Flotilla takes place on December 23rd. Participants can dress up themselves, dress up their vessels and join in to go round and round in the outer bay singing carols." www.igy-rodneybay.com

Admiralty Bay, Bequia – A great 10 to 15-minute fireworks display on the stroke of midnight at the head of the harbor attracts over 200 yachts to Bequia on New Year's Eve. "All of the restaurants in and around the harbour in Admiralty Bay offer special New Year's Eve menus and entertainment. Most if not all have excellent views of the fireworks display and all plan their own 'party' at midnight," says Nicola Redway, secretary of the Bequia Sailing Club.

"It's probably by far the best, most celebratory, fun, and anticipated New Year's Eve around and it makes for a really special night." www.bequiatourism.com

Chaguaramas, Trinidad – Celebrate New Year's at the SSCA (Seven Seas Cruising Association) Trinidad Gam. Organized by SSCA members and the Trinidad SSCA Cruising Station, this is a special potluck and meeting for SSCA Members and their cruising friends that starts at noon on January 1st 2012 at the Trinidad & Tobago Sailing Association. "We expect 60 to 100 sailors to not only taste and share special foods, but also to boast about their special and favourite adventures while sailing the oceans and, of course, to share their experience about various destinations," says Jesse James, Trinidad SSCA Cruising Station host. There will be door prizes and a Guest Speaker. www.membersonlymaxitaxi.com

Rio Dulce, Guatemala – Cruisers who dock at the Monkey Bay Marina for Christmas end up enjoying a truly giving holiday, says Heather Graham, director of communications and fund development for Casa Guatemala orphanage. "Our cruiser community plays a huge part in the festivities every year, holding a toy drive, helping with the Christmas dinner and even donating their time to play Santa," says Graham. "We don't have a Santa yet for this year, so any interested cruisers (preferably with their own big white beard, and belly that shakes like a bowl full of jelly) are welcome to apply for the job!" www.casa-guatemala.org



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



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From Sue Richards, Editor of Noonsite:

This is a worthy read and useful reference for all Caribbean cruisers, not just those hailing from N America. A welcome update to "A Gentlemans' Guide to Passages South," by Bruce Van Sant.

From Gary E. Brown, Editorial Director of All At Sea Magazine:

At last here's an up to date in-depth guide for those making a voyage to the Caribbean. Rich in detail and packed with drawings and maps, not only will this book help you get to one of the world's most beautiful cruising grounds, Virgintino will keep you entertained while doing it.

From Sally Erdle, Editor of Caribbean Compass:

Like respected authors before him, Frank Virgintino presents comprehensive advice on just about everything North American sailors will need to know get to the Caribbean safely and enjoy a cruise here. The big difference is that Virgintino takes a wide-angled look at sailing to and cruising in the Caribbean — the WHOLE Caribbean. This was last done by Hart and Stone in 1976 (revised in 1991), and Virgintino's fresh perspective on the big picture is a gift. Virgintino urges cruisers to get off "the beaten paths" (thorny or not) and consider a number of viable routes from various jumping-off points on the East Coast to various "entrances" into, and landfalls in, the Caribbean. His division of the Caribbean into four quadrants is a neat and functional way of comprehending this vast cruising area, and of getting over the idea that the Lesser Antilles alone are "the Caribbean." Kudos to "A Thinking Man's Guide" for its wide embrace of the entire Caribbean!



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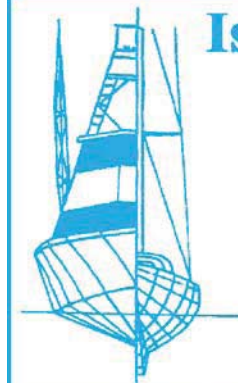
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POWERFUL BOATS IN PUERTO RICO

FANFARE AS OFFSHORE RACING RETURNS

BY CAROL M. BAREUTHER



PHOTO COURTESY OF CARLOS LEE/MAJEDAROS.COM

The sport of offshore powerboat racing has made a dynamic comeback on the island of Puerto Rico. Witness the thousands of spectators who travel to all corners of the island to watch the fastest powerboats battle it out in circuit events that for 2012 will take place in March, June, September and December.

"Offshore powerboat racing started in Puerto Rico back in the late 80s and continued to be very active until the mid-90s," explains Angel Duran, marketing and public relations director for the Puerto Rico Offshore Series (PROS) Inc., a non-profit organization dedicated to organizing safe offshore powerboat competitions for the enjoyment of participants and spectators alike. "Some of the racers in those days achieved international recognition. Puerto Rico even hosted a leg of the United States elite Offshore Super Series Circuit in San Juan Bay in 2006."

Rivalries caused the sport to become dormant for several years until a group of former racers and newcomers to the

sport formed PROS in 2009. Today, offshore powerboat racing is a family and friend affair in Puerto Rico.

"The boats are privately owned and are usually sponsored by the owner's business," says Duran. "They are raced by family members, usually father and son, relatives or a friend that helps with some of the expenses. Most are used boats; some of them were racing back in the 90s but later abandoned and have been rescued from garages, farms and other places and have been re-constructed by the present owners and racers."

These sleek fibreglass-built offshore race boats are classified based on the maximum miles per hour (mph) they can attain. For example, the six recognized classes range from the swiftest Modified Max Class with top speeds of 150mph to the Pleasure Sport 'Entry' Level with speeds up to 60mph.

"We have created a new category for the Centre Console, based on the many petitions from interested people," says Duran. This category reaches speeds of 50 to 75mph.

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Each of the four annual offshore race events consists of the race day, usually a Sunday, and a series of activities starting the Friday before. For example, the boats depart San Juan caravan-style with a police escort en route to the venue on the Friday where they are put on exhibition and open for the public to see in the afternoon. Then on Saturday, the public exhibition continues until early afternoon when the boats depart amid much fanfare and along a pre-determined route to the launch marina or boat ramps. Finally, on Sunday, the drivers meet in the morning and racing starts at 1pm. Racing lasts about an hour depending on the location, sea conditions and number of laps. In Fajardo and Ponce the circuit is two miles long with five to seven laps plus a recognition lap. In Mayaguez, the circuit is shorter: only one mile, but with up to ten laps.

"The adrenaline and emotion of the spectacular boat jumps, together with the roaring sound of the engines, provides great fun for sporting enthusiasts," says Duran.

The race weekend ends with an Awards Ceremony.

"We would love to have offshore powerboat racers from other Caribbean islands come and compete," invites Duran. "The factor that has prevented us from inviting them so far is the lack of sponsors, as usually the inviting country has to cover some expenses for the visitors. At this moment our finances prevent us; nevertheless, if they wish to come and compete at their own expense, they would be most welcome."

PUERTO RICO OFFSHORE SERIES 2012 CALENDAR

FAJARDO: March 16th – 17th and 18th*

MAYAGUEZ BAY: June 22th – 23rd and 24th*

PONCE OR AGUADILLA: September 14th – 15th
and 16th*

SAN JUAN BAY OR CATAÑO: December 7th – 8th
and 9th*

**Actual Race Day; the other two event dates are for Caravans and Exhibitions.*

The next PROS race will take place in Mayaguez, December 2-4 2011. For more information, Email: proffshoreserie@hotmail.com or visit: www.prospuertorico.webs.com. The organization also has a Facebook page. 

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

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VICTORY FOR PUERTO RICO'S RIOS & TEIXIDOR

YOUNGSTERS WIN 2011 SNIPE NORTH AMERICAN CHAMPIONSHIPS

BY CAROL M. BAREUTHER

PHOTO COURTESY OF MERCEDES DE CHOUDENS



Puerto Rico's Raul Rios (left) and crew Marco Teixidor, winners of the Snipe North American Championships

Raul Rios and Marco Teixidor won the 2011 Snipe North American Championships. The annual regatta was hosted out of the Mission Bay Yacht Club, in San Diego, California, September 30th to October 2nd. The two young Puerto Rican sailors bested the 38-boat fleet representing seven nations by a seven-point lead over second and third place finishers, Augie Diaz and Kathleen Tocke from the USA and the fellow USA team of Doug Hart and Reece Bernet, respectively.

It wasn't an easy win.

"In the last race, we were on the last upwind leg in second behind the USA's Diaz and in front of Brazil's Alexandre Tinoco and crew Gabriel Borges, who are the current World Champions, when the wind died, but the waves and chop didn't," explains skipper Raul Rios. "It was a struggle to get to the finish line and to keep the second place score that we needed to win."

Rios and Teixidor had competed in an Open and Junior Worlds regatta in the Snipe – a 15½ft, two-person, one-design racing dinghy first built in 1931 – prior to the North American Championships.

"We weren't happy with our results at those two regattas, so we changed our practices to work on specific areas where we needed to improve," Rios says.

The duo also adopted a new confident attitude that was the success behind their win.

"The month before the regatta I took the motto 'We Believe', something that my high school class is all about," says Rios, who is a 12th grader at the Colegio San Ignacio de Loyola in San Juan. "We believe in what we want and have worked for."

On the heels of their win, Rios and Teixidor flew to Guadalajara, Mexico, to compete in the Pan American Games. Then they headed to Perth, Australia, where in December they hope to qualify for the 2012 Summer Olympic Games in the 470 Class.



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

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MARINE VOCATIONAL TRAINING IN THE USVI

SCUBA DIVING, SWIMMING AND SAILING

BY CAROL M. BAREUTHER

PHOTOS COURTESY OF JIMMY LOVELAND

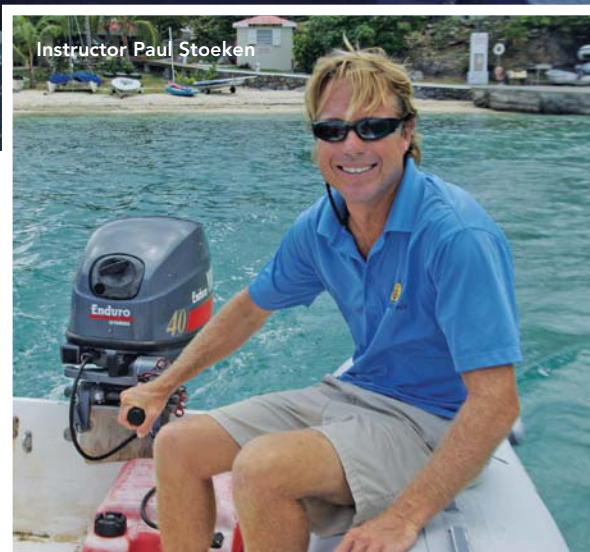


On the water with the Marine Vocational Program sailing certification class

Seas surrounding the Virgin Islands are one of the territory's greatest recreational assets. Millions of visitors arrive each year to swim, scuba dive and sail. Now, through the Marine Vocational Program or MVP, a program run under the V.I. Council of the Boy Scouts of America, young islanders have the opportunity to experience these water sports and earn certifications so that they can turn this seaworthy asset into a future career provider.

The MVP was launched back in December 2007 by Jimmy Loveland, director of the USVI Open/Atlantic Blue Marlin Tournament (ABMT) or nicknamed the 'Boy Scout Tournament' for the event's chief beneficiary.

"Out of the ABMT's 36 year commitment to help fund the youth programs offered by the Boy Scouts, came the tournament committee's desire to create additional learning programs that would provide career opportunities in the Virgin Islands' marine industry," says Loveland. "Because of our strong ties to this industry, the committee decided it would be best to operate a Marine Vocational Program (MVP) under the Boy Scouts."



Instructor Paul Stoeken

Scuba diving instruction was first offered and run by St. Thomas Diving Club owner, Andre Webber.

"We had a meeting with the parents and kids and had them sign a learning agreement that focused on attendance, arriving on time and completing the homework. In other words, reinforcing responsibility," says Webber. "We told them if they could do these things, we would assure they would succeed."



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Succeed they did. Thirty-five 13 to 24-year-old Boy Scouts and Venture Scouts to date have completed the six-week PADI Open Water Diver certification course. Two-thirds of these scouts have gone on to take the PADI Advanced Open Water Diver course, one-third have become Rescue Divers and six are now working on their Divemaster certification. One scout who completed his Rescue Diver training was hired last summer to work as a diver at the Coral World Ocean Park.

In January, a program to teach Cub Scouts how to swim started in partnership with the St. Thomas Swimming Association.

Sailing is the most recent 'spoke in the wheel', as Loveland calls all the water sports that make-up the MVP. This is taught by Paul Stoeken, an Olympic windsurfer, owner of Island Sol at the Ritz-Carlton, St. Thomas, and U.S. Sailing Association instructor/trainer.

"We started the Scouts off with the U.S. Sailing Association's Level 1 Small Boat Certification Course aboard Hobie Waves," says Stoeken. "I was originally going to teach them in an IC-24, but they liked the Waves best because these boats are faster, wetter and they could sail them by themselves."

The ten-hour course spanned four days and taught the five Scouts who participated wind theory, rigging, de-rigging, launching, self-rescue, capsize recovery, basic seamanship, knot tying, points of sail, steering, sail trim, tacking, jibing, and pretty much everything they needed to be

able to control a small sailboat safely on their own.

"I really liked the experience of being able to control your own boat," says Scout Tyriq Isles. "I always wanted to learn to sail and I certainly learned a lot. We had all different types of wind to practice tacks, gybes and all sorts of different skills. Sailing is something I'd like to continue."

Stoeken says, "From here, Scouts that show a continued interest and the skills required will be able to enrol in our U.S. Sailing Level 1 Small Boat Instructor Course, which will open up opportunities to work as sailing instructors at the many watersports centers in the Virgin Islands. From there, we will have them log hours on the water to work toward getting their USCG Captains License, which would open up even more opportunities for employment in the marine industry."

Funding for the MVP has come from the profits of offshore sports fishing tournaments and from private donations. Future plans call for hiring a Director who will write grants and develop curriculum and the establishment of an endowment fund that will sustain the program long term.

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



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INTERLINE REGATTA

MAKING WAVES IN ITS 30TH YEAR

STORY AND PHOTOS BY TODD VANSICKLE



The Moorings Interline Regatta celebrated its 30th anniversary on October 11th – 20th and lived up to its reputation of being a competitive sailing event and the life and soul of the party in the BVI.

The regatta comprises of airline employees from 21 different companies from around the world. More than 30 boats took part in the racing, while another 20 support boats followed the action and joined in the parties.

The races are staged around the islands and finish near popular nightspots, which provide for good party venues.

With theme parties like 'Anything But Clothes' and 'Shiver Me Timbers Pirate and Wenches', it is no surprise that the event attracts both non-sailors and residents.

"In terms of people, we booked over 300," said Tanya Whistler, commercial director with Moorings parent company TUI Marine. "Not sure what additional people came and chartered from other companies to join the party."

The BVI host numerous regattas throughout the year, with the BVI Spring Regatta being the biggest and most popular. It, too, has nightly entertainment, but is considered family friendly. In comparison, if the Interline Regatta party scene

RESULTS

CLASS A (41.3)

1. *Renita Ann*, Claus Baerentsen
2. *Ruby Dawn*, Jari Soukka
3. *Jupiter*, Burkhard Justus

CLASS B (43.3)

1. *Wild Irish Rose*, Soren Blume
2. *After Life*, Christer Weyde
3. *Princess Ivoire*, Kristian Heinila

CLASS C (50.5)

1. *Gemini*, (Championship Boat) Oivinn Brudevoll
2. *Bella Christine*, Aarne Helminen
3. *Tiger Paws*, Hugh Carmichael

was given a movie rating it would be rated *R* for brief nudity.

On Friday evening after the first day of racing, The Jolly Roger Bar and Restaurant was so busy that three bartenders had a hard time keeping up with the demand. People were literally hanging from the rafters as others dressed in pirate costumes continued to flood the bar. Local businesses welcome the regatta with open arms after a stagnant slow season, with some businesses reopening just for the regatta after being closed for more than a month.

"There are hundreds of people that The Moorings bring for a week during a time that is traditionally dead," said Race Officer Bob Phillips. Although the parties outnumber the races (eight parties to five races) the sailing is very competitive and the racecourses are challenging, he adds.

Some races took about four hours to complete, not necessarily because the sailors didn't know what they were doing, but because the courses were long and tricky, like sailing the north shore of Tortola and racing around Virgin Gorda.

Racing was divided into three different classes of Moorings' boats — 41.3; 43.3 and 50.5.

In Class C, Oivinn Brudevoll of Norway skippered *Gemini* to victory with three first places and two second-place finishes. His performance was good enough to win the Championship Boat award. After the first day of racing, his voice had deteriorated, but not from yelling at his crew.

"It has been too much partying," Mr. Brudevoll said. "I hadn't eaten anything, so between the two races, I had one piece of bread but I threw it up just before the second race. We then had to go fast, so we could go in early."

Brudevoll has been coming to the regatta for the past 12 years. He says he loves the event because of its location.

"There is a really nice atmosphere here and I have made a lot of nice friends," he said.

He also joked that he keeps coming back because of all the 'women' who participate in the event.

In fact, for the first time, three all-female crews competed in the regatta. And it's not uncommon to find at least one female on almost every boat.

Phillips has been the race officer since 1996 and has seen the event grow, while maintaining a loyal following. He said some sailors have been competing in the regatta for the past 28 years.

"This [regatta] is unique and we are able to do it, because the competitors are living on their boats," Mr. Phillips said. "It's a lot of fun for them. They get to travel and take their home with them. This group is well known for having a great time. It's amazing we can get them up in the morning to go racing."

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

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BOAT-RIDING SANTA SPREADS CHEER IN THE BVI

HO-HO-HO ...

BY CAROL M. BAREUTHER

You might not expect to see a red-suited, grey-bearded, bell-ringing Santa when you're sitting in sunny 80 degree weather on the beach or at anchor in the Caribbean. Yet, this is just what cruisers and locals alike can enjoy at Christmastime at the Bitter End Yacht Club (BEYC), in North Sound, Virgin Gorda. Bernard 'Bernie' Charles, who is captain of the BEYC's 80-passenger double-decker power catamaran, *Corinthian*, dons his jolly garb and spreads cheer on land and sea for the nautical resort's Christmas Eve boat parade and once again on Christmas Day.

Charles, aka 'Santa Bernie', was born on Dominica. He fell in love with Christmas as a young boy when he and his friends would travel throughout this Windward Island singing carols. Charles also grew up avidly enjoying all water sports from fishing to sailing. He moved to the British Virgin Islands in the 1980s. It was here that the BVI's renowned Captain Poncho showed Charles how to 'read' the sea and drive boats. Shortly after he started work at the BEYC. Today, as a captain, he guides excursions to Anegada and the Baths and takes guests on day-long fishing trips for tuna, wahoo and mahi-mahi and never fails to come back without a catch. But perhaps Charles favourite 'job' is playing Santa at Christmastime.

The Santa stint started over a decade ago when the BEYC's general manager at the time asked Charles to dress up as the man in red for the resort's children's pool party. He was nervous initially and then quickly warmed to his role once he saw the joy on the kid's faces in response to his suit, bell and big sack of candy. The manager declared Charles was the best Santa he had ever seen and the legend of 'Santa Bernie' was born.

Today, it's leading the BEYC's annual Christmas Eve lighted boat parade that Charles loves best. He hops aboard the *M/V Ponce de Leon* where he headlines the parade, ringing his bells and ho-ho-ho's around the mooring field. Afterwards, there is a pool party with tropical Christmas carolling and it's here that 'Santa Bernie' merrily greets the kids of BEYC staff members and resort guest families.

"I just love to see all the happiness on the faces of the kids," Charles says, "It makes me feel like a big kid again."

Charles makes his final appearance on Christmas morning.



Santa Bernie spreads some Christmas cheer



Captain Bernard 'Bernie' Charles

He walks around the resort and down the docks spreading cheer. Then he takes to the sea to circle the mooring field and whole of the North Sound handing out candy canes to all. 🚢

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

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SAINT MAARTEN SAILING SCHOOL

BRINGING YOUNGSTERS INTO THE MARINE INDUSTRY

BY GARY E. BROWN



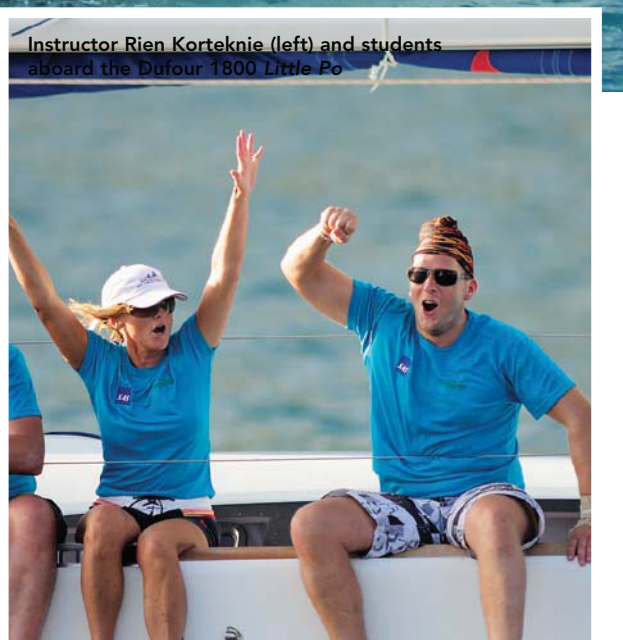
Students from Milton Peters College aboard St. Maarten Sailing School Catalina 36 *Moondance* with Garth Steyn at the wheel and Jose Cannegeiter on foredeck

When Bob Dillon sang *The Times they are a Changing* he could have been warbling to the Caribbean marine industry, especially the island of Dutch St. Maarten. For years, few, if any, local youngsters looked for a career in the island's marine industry, an industry that plays a huge role in the fledgling country's economy. That is about to change, and Garth Steyn, owner of the St. Maarten Sailing School, has joined the ranks of those farsighted individuals who are determined to make it happen.

On the island of Antigua, the marine industry draws much of its labor force from within the local community. Antiguan run marine businesses and skipper charter and race boats at international levels. School leavers know the value of a career in the marine industry and that high-paying jobs, for those willing to train, are available.

"All the meetings I've sat in with government, they compared St. Maarten to Antigua and Tortola, and they realize now that they are behind in the game," says Steyn.

Educating and directing the kids towards a career in the marine industry is more important than ever as St. Maarten introduces changes to the labor laws that make it increas-



Instructor Rien Korteknie (left) and students aboard the Dufour 1800 *Little Po*

ingly difficult to bring in marine specialists from abroad.

Looking to the future, the St. Maarten Sailing School put together a proposal which they presented to the island's labor department. "The different packages range from training qualified crew through bareboat and basic keelboat," explained Steyn. "We are also doing the Small Commercial

Vessel (SCV Code) Boat Master qualification, a new commercial license that is now required on the island. This Code of Practice also covers the construction of the vessel, its safety equipment, its machinery, stability and the correct operation of the vessel, so that safety standards are maintained.

Steyn said he was thrilled by the response of the local youngsters to this new initiative and gave as an example the students of Milton Peters College, 28 of whom, when offered an extra curriculum activity, chose sailing.

This is a big step in the right direction.

"Growing up on Sint Maarten, I have always been fascinated by various marine activities on the island, but like many others I never actually took part," says student Shervin Frederick. "This was primarily due to the perception of many locals that the marine sector is predominantly for white and/or rich folks."

Frederick, who is currently busy taking his third course at the sailing school, described how the rise of the mega yacht industry on the island sparked his interest and that after years of hesitating, standing on the outside looking in; he finally took the step and enrolled in a sailing course. "Sailing has given me an insight into another world, a world full of possibilities and opportunity for all," he said.

Steyn tells of Jose Cannegeiter, a student who, in six weeks, went from never having stepped on a sailboat to being able to coach newer students in all facets of sailing and boat handling.

"That for me," says Steyn, "is a great sense of achievement."

The St. Maarten Sailing School operates two boats, *Little Po*, an engineless Dufour 1800 and *Moondance*, a Catalina 36. Students receive a thorough schooling in the basics of boat-handling on the Dufour before moving on to the larger, more complex, Catalina 36. Plans to introduce a larger boat are now in progress.

Local authorities are increasingly aware of the impact the marine industry has on St. Maarten and are beginning to see that there is much more to it than just mega yachts and marinas.

"We need skilled carpenters, painters, deckhands, administrators, dinghy drivers, technicians, and all this is part of the marine industry," says Steyn.

The school would like to offer training in watersports such as kayaking and swimming, and have approached a company of local shipwrights about courses in boat repair, he adds.

For information or to learn about courses offered at the St. Maarten Sailing School, visit: www.stmaartensailing.school.com

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

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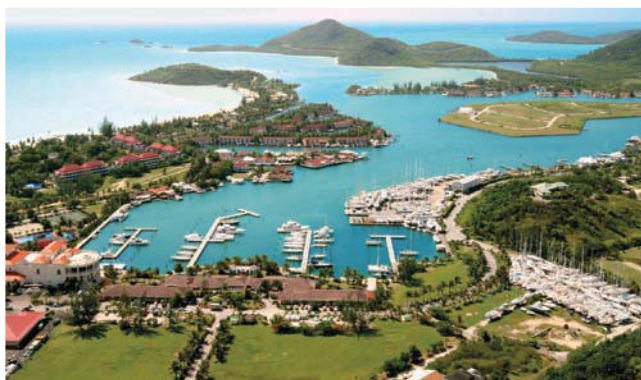
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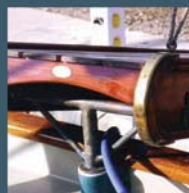


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SOUALIGA CHALLENGE

FRANCK FIFILS SAVOURS THIRD VICTORY

BY ROBERT LUCKOCK

PHOTOS COURTESY OF NATALY DANNENBERG



Paddlers competing in the Soualiga Surfski Challenge await the start in Gustavia harbour, St. Barths

The economic recession certainly had an impact on the entry list for the 2011 Caribbean Surfski Tour that began October 16th with the normally 40 or so regional and international paddlers whittled down to 18 for the 7th Soualiga Challenge in St. Maarten. This was the first leg of a two-part series that included the Karukera Challenge in Guadeloupe on October 30th.

But if numbers were disappointing, paddling conditions were excellent and most competitors found themselves able to pull onto the inviting swells for the 25K open-ocean paddle from the port of Gustavia in St. Barths to Captain Oliver's Marina in Oyster Pond, St. Maarten.

With an absence of other big names, Guadeloupe's Franck Fifils was odds on favourite and he duly won the first leg with relative ease to add a third Soualiga Challenge victory to his résumé.

Franck won in 2005, again in 2006, and powered into the finish at Captain Oliver's Marina in a time of 2:02:00, a minute or so over his 2010 time and well short of his best 2006




Franck Fifils hugs the coastline of St. Barths on his way to victory in the 7th Soualiga Surfski Challenge

time of 1:54:18. The record time for the distance is 1:54:06 set by South Africa's Barry Lewin in 2007.

Second placed Olivier Tanton from Guadeloupe, six minutes adrift, crossed the finish line second in 2:08:03 while St. Maarten's Stuart Knaggs led the local paddlers to finish third in 2:12:45. David Baptise from Guadeloupe was fourth, Jolyon Ferron fifth, and Juan Pablo Piscione sixth.

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"We had good swells to surf down and conditions were really perfect," said Fifi who finished fourth overall on the Caribbean tour last year, and 20th out of 310 paddlers in the 2010 Durban Ocean Kayaking World Cup.

Fifi and Olivier Tanton were both in hot contention for the 250 euro hot spot prize for first paddler to reach the end of St. Barths.

"I started very fast with Franck but the exertion took it out of me for about half an hour," Tanton recalled. "After Ile Fourche I recovered and the rest of the race went well."

The hot spot prize went to Franck Fifi while St. Maarten's 16-year-old Jolyon Ferron won the local hotspot of an air ticket to Guadeloupe.

Organiser and competitor Stuart Knaggs described the conditions as "romping."

"It was definitely one of the nicest races I've done and with one of my best times for a long distance," he said, adding that he caught some good runs between Flat Rock and Oyster Pond after a typically slow start.

"It was quite different from two years ago when waves were swamping over you. That was just a hard slog but anyone doing the race today would definitely want to do it again," he added.

Fifth placed Jolyon Ferron improved on his ninth place in 2010 but was unlucky to get weed wrapped around his

skeg during the last stretch into the finish during a duel with David Baptiste who finished first Junior.

"I was faced with a decision to capsize and get the weed off or stay in the boat. I made the wrong decision and stayed on board," lamented Ferron. "Too bad, but overall I was faster this year and conditions were better."

Prizes for the winners came in the form of pottery mugs sponsored by Cecile Petreluzzi and L'Esplanade Hotel, and medals. EDF sponsored the \$1,000 in cash prizes. The only female paddler in the race, Ellie den Hartog, finished fifteenth. She won a \$120 gift certificate from Zdenka West Indies Jewellery.

Previous winners of the Soualiga Challenge have included world champion Dawid Mocke from South Africa, French champion Benoit Le Roux, and the 2010 winner from Portugal, Henrique Silva.

The overall winner of the 2011 Caribbean Surfski Tour stands to win 3,000 euros.



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.



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ARUBA'S BIG HAUL

MARINE INDUSTRY UPDATE

PHOTO COURTESY OF VARADERO MARINA



Aruba's marine expansion carries on apace thanks to Varadero Marina who recently hauled its first boat using a hydraulic Roodberg slipway trailer.

In a press release the marina said the first boat hauled was a 30-ton catamaran, and the new trailer, which has a capacity of 60.000kg with a LOA limit of 80ft and a BOA limit of 32ft, managed the vessel with ease.

Aruba continues to upgrade and develop its marine industry and the island could prove a haven for yachts in the Southern Caribbean, especially yachts heading west at the beginning of the long voyage to Panama and the Pacific.

"Building a name in the Caribbean, especially with rapidly expanding marinas and boatyards in the area, will take time," says Varadero's Eric Mansur. "Our geographical location does offer the last stop before heading to Colombia and the Panama Canal. We will attract boats from Venezuela and other islands as we have available capacity during high season."

The release notes that while the new trailer can haul out

any type of boat, it is particularly attractive for catamarans, as it is a risk-free method that does not compress the hulls, as other boatlifts do when using slings. Every Roodberg trailer can hydraulically adapt to beam, height and length of every craft, it handles small RIB craft with the same ease, without wasting maneuvering and storing space.

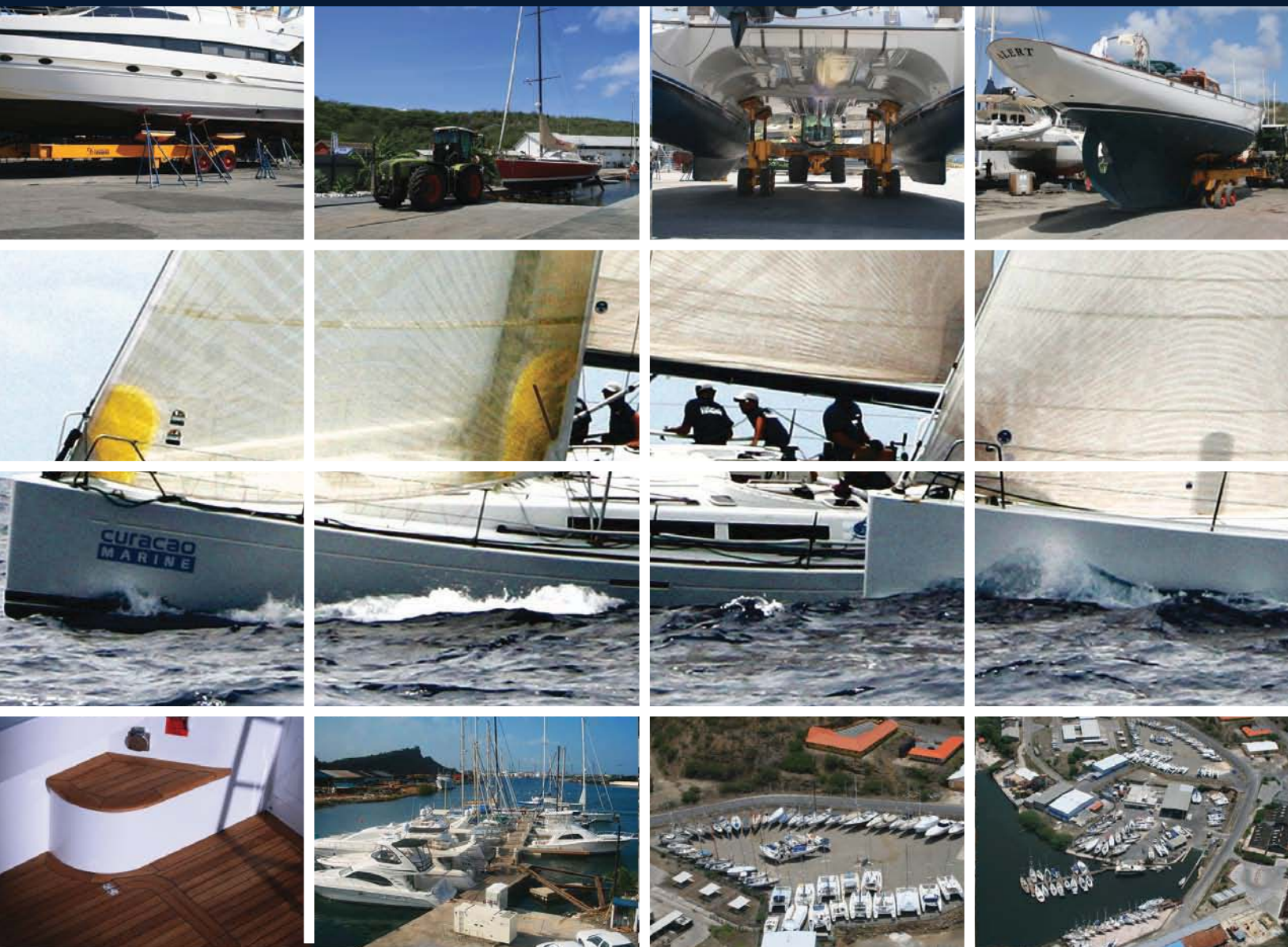
The yard at Varadero Marine also has a second trailer with a capacity up to 25.000kg and a travel lift with a 45.000kg limit.

Varadero is Aruba's first modern boat yard, and offers a large amount of space for boat storage, which is developing into a full-service solution for yachts. The yard has a capacity for 70 wet slips and a dry storage capacity for 160 boats. They will also be adding a fuel dock by the end of the year and a Budget Marine Chandlery is moving into the yard in 2012.

"We will require skilled labor to make the boatyard a multi-service facility," says Mansur. "Varadero and Budget Marine Aruba will team up to offer these services and products to the boat yard customer."



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Guadeloupe	Marina Bas-du-Fort	590 590 936 620	15.5'	210'	1,100	•	110/220/380		•	•	•	•	•	•	•	9	FREE
Jamaica	Errol Flynn Marina & Shipyard	876-715-6044	32'	600'	33	•	110/220/480 1&3PH 50/60HZ	Cable	•	•	•	•	•	•	•	16/9	FREE
Jost Van Dyke	North Latitude Marina	248-495-9930	12'	50'	N/A	•	N/A		•	•						16	
Puerto Rico	Club Nautico de San Juan	787-722-0177	31'	250'	121	•	120/240		•	•	•	•			•	16/10 68	•
Puerto Rico	Marina Pescaderia	787-717-3638	8'	65'	97	•	110/220		•	•	•	•	•	•	•	16/68	•
Puerto Rico	Palmas del Mar Yacht Club an IGY destination™	787 656 7300	14'	175'	158	•	120/208/240/408V; 2 & 3-phase 50, 100 and 200 amps		•	•	•	•	•	•	•	11/16	•
Puerto Rico	Puerto del Rey Marina	787-860-1000	15'	260'	1,000	•	120/208	Cable	•	•	•	•	•	•	•	16/71	•
Puerto Rico	Sunbay Marina	787-863-0313	12'	75'	287	•	110/220	Cable	•	•	•	•	•		•	16/12	•
St. Croix	St. Croix Marine	340-773-0289	11'	150'	44	•	110/220	•	•	•	•	•	•	•	•	16/18	
St. Lucia	Rodney Bay Marina an IGY destination™	758-452-0324	15'	285'	253	•	480V 3 phase 100 amps/ leg; 220V 3 phase 100 amps/leg; 220V 50 amps; 110V 30 amps, 50 & 60hz	•	•	•	•	•	•	•	•	16	FREE
St. Lucia	The Marina at Marigot Bay	758-451-4275	16'	250'	40	•	110/220/380 50/60 Hz	Cable	•	•	•	•	•	•	•	16/12	•

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

OUTSIDE OF CARIBBEAN:

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

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CARIBBEAN BOATYARDS

ALL AT SEA'S CARIBBEAN BOATYARD GUIDE

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

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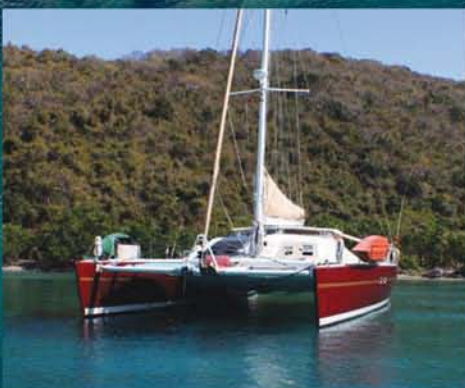
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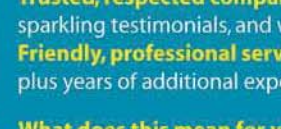
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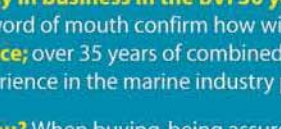
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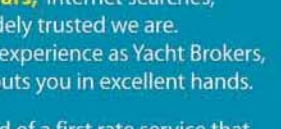
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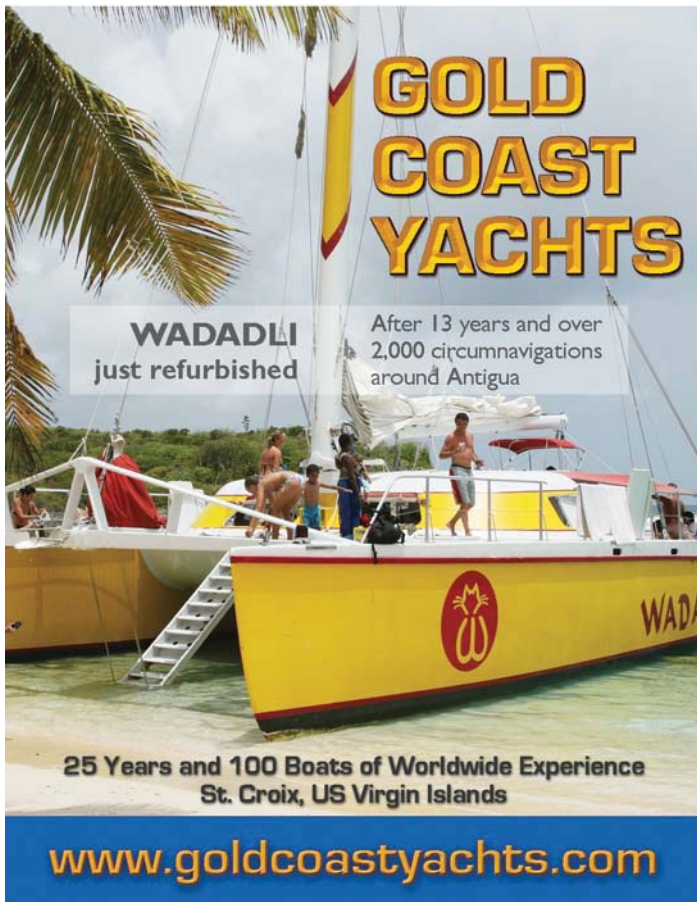
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56	1972	Trewes Jongert - Steel ketch, partially refit, requires completion.....	\$150,000
55	1984	Baltic - High performance cruiser, semi-custom interior, offers	\$299,000
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27'	1972	Bianca (must sell)	US\$22,000
30'	1984	Carter 30	US\$29,000
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34'	1978	Steel Sloop (ROB)	US\$30,000
36'	1977	Roberts Home Built (located in Barbados).....	US\$40,000
37'	1979	CSY	US\$65,000
37'	1979	Fisher 37.....	UK Sterling 50,000
37'	2006	Hallberg Rassy	US\$359,000
37.6'	1987	Topaz	US\$85,000
38'	1997	Beneteau	US\$100,000
38'	2005	Van de Staadt Seal	US\$70,000
39'	1968	Cheoy Lee Off Shore 40	reduced to US\$70,000
40'	1981	Divorne Steel	US\$50,000
42'	1983	Panoceanic	US\$89,000
42'	1986	Endeavour.....	US\$98,000
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Powerboats

Continued from page 86

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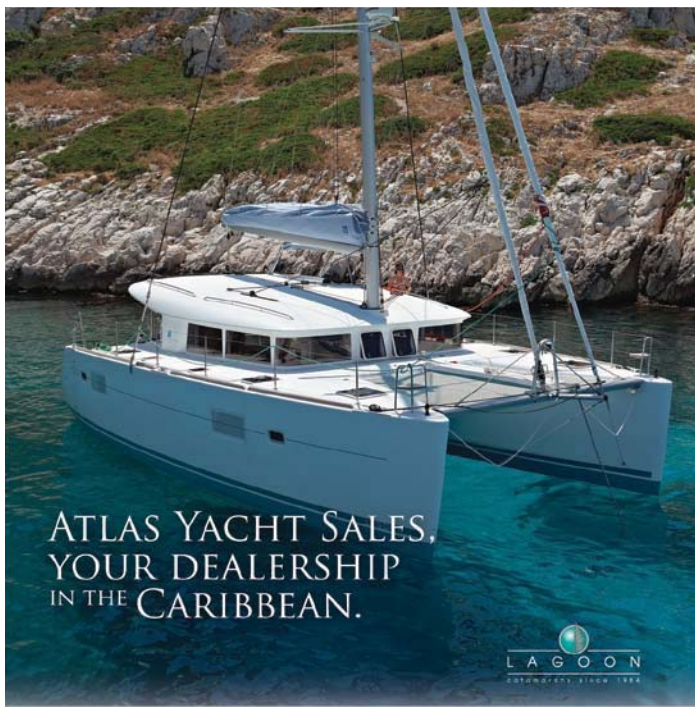
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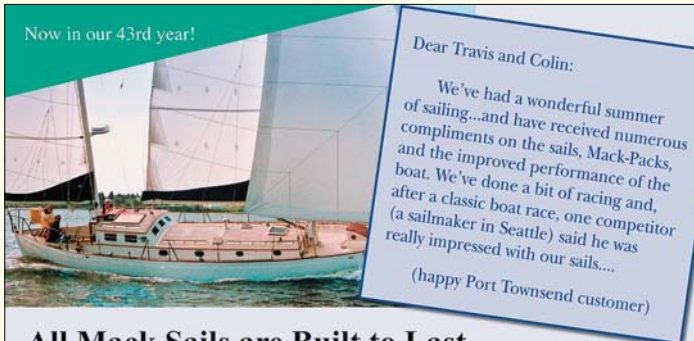
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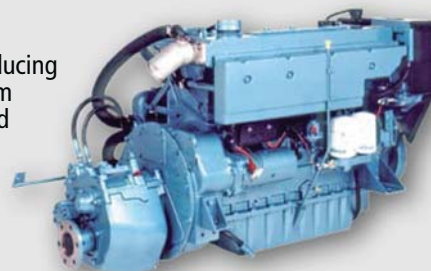
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THE DISH

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BY CAP'N JAN ROBINSON

To satisfy your sweet tooth check out the dessert recipe we have for you below. But before you indulge, it is important to have some appetizer and dinner recipes your family and friends will enjoy. Merry Christmas!

CREAM CHEESE CHRISTMAS PACKAGE

Prep time: 15 minutes. Chilling time: 2 or more hours. Serves: many

1 (8 oz) pkg cream cheese, softened
1/2 tsp garlic powder
3/4 tsp dried dill
1 scallion
1 small red bell pepper; cut in very small pieces

Place cream cheese in a bowl and mix in the garlic powder and dried dill. Pack the mixture into a rectangular container lined with plastic wrap (you can place it back in the cream cheese box). Refrigerate for at least 2 hours. Place the unwrapped block of cheese on a plate and push the red pepper pieces into the cheese. Tie the green part of the scallion around the cheese as if tying up a package. Serve with your favorite crackers.

CITRUS AMBROSIA SALAD

Prep time: 10 minutes. Cooking time: 3 minutes. Serves: 8

1/2 cup unsweetened coconut flakes
1 jar (1-1/2lb) refrigerated citrus segments in juice
2 limes, or more to taste
1/2 tsp salt
1/2 tsp freshly ground black pepper
4 Tbsp olive oil
2 bags (6 oz) mixed baby greens or spring mix

Preheat oven to 300°F. Place coconut flakes in a single layer on a baking dish. Toast 3 to 4 minutes or until golden. Check after 2 minutes as coconut can easily burn.

Drain citrus segments, reserving 2 Tbsp juice in a large bowl. Grate 1/2 tsp of lime peel and squeeze 3 Tbsp juice; add to citrus juice in bowl. Whisk in salt and pepper. In a thin steady stream, whisk in oil until blended.

Add greens to dressing; toss to coat. Arrange dressed greens on 8 salad plates. Top with citrus segments and coconut flakes.

DUCK BREAST WITH BLACKBERRY PINOT NOIR SAUCE

Prep time: 20 minutes. Cooking time: 20 minutes. Serves: 8

4 lb duck breasts, cut in 8 equal portions
6 oz fresh blackberries
1 Tbsp butter
1 Tbsp flour
1 cup Pinot noir wine
1/2 tsp ground ginger
Salt and freshly ground pepper

Preheat oven to 350°F. Sear duck breasts on both sides in a dry pan over medium heat. Put seared breasts in baking dish and cook in oven until juices run clear, 10 to 15 minutes, depending on thickness of breasts. Duck is best served medium rare to medium.

Sauce: Purée blackberries and pass through sieve to remove seeds. Mix wine into blackberries. Melt butter in a saucepan and stir in flour; cook 1 to 2 minutes, stirring continuously. Add blackberries and wine mixture, stirring until well blended. Add ginger and continue to cook over low heat, stirring occasionally until thickened. **To serve:** Place duck breasts on 8 warmed plates and serve with sauce.

SPICED SMASHED SWEET POTATOES

Prep time: 20 minutes. Cooking time: 45 minutes

Cooling time: 45 minutes. Serves: 10

5 large sweet potatoes
3 Tbsp butter
2 Tbsp pure maple syrup
1 Tbsp chili powder
1 tsp ground cumin
1 tsp ground ginger
1/2 tsp ground turmeric
1/2 tsp salt
1 tsp freshly ground black pepper

Preheat oven to 350°F. Pierce each sweet potato in several places with a fork. Place directly on the oven rack and roast until soft, 45 minutes to 1 hour. Transfer to a cutting board; let stand until cool enough to handle, about 10 minutes. Slip off the skins and cut the sweet potatoes into 1-inch slices; transfer to a large bowl. Add butter. Smash the sweet potatoes with a potato masher or fork until fluffy but some lumps remain. Add maple syrup, chili powder, ground cumin, ginger, salt and pepper; stir to combine.

DOUBLE CHOCOLATE BUNDT CAKE

Prep time: 5 minutes. Cooking time: 30 minutes

Cooling time: 15. Serves: 8-10

1 pkg brownie mix
Eggs, Water, Canola Oil (check pkg for quantities)
6 oz chocolate chips

Garnish: Bottled raspberry sauce and whipped cream

Preheat oven to 350°F. Grease bundt pan with cooking spray. Prepare brownie mix according to package directions for cake-like brownies, add about 2/3 cup chocolate chips (reserve remaining chips for garnish.) Bake in bundt pan until top starts to crack. Cool and invert on plate. Decorate individual serving plates with streaks of raspberry sauce, place slice of cake (which should be hot and gooey) in center. Top with whipped cream and sprinkle with chocolate chips.

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

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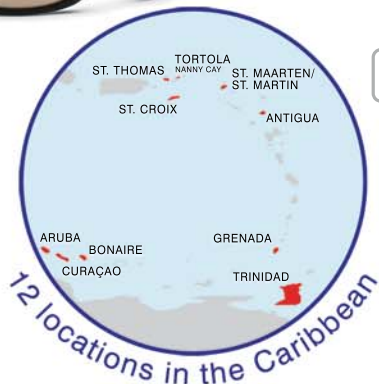


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