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TALL SHIPS OF THE CARIBBEAN

# ALL AT SEA

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### Inside: Manatees, Our Gentle Giants

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# PLATO AND THE PILOT

**"**If you want to bury your head in the sand, then best stay on the beach," is how one Caribbean skipper put it when his crew were complaining about trying to repair a piece of equipment while at sea.

Plato put it another way, he said "necessity is the mother of invention" and he must have coined that little gem with sailors in mind. For instance, a few years ago I was on a steel cruising boat where the owner had made everything, including the door hinges. He had no option because he built the boat illegally in a communist country at a time when owning a yacht could get you hauled to the gulag. The mast was a work of art built from two aluminum street lights welded together. All the halyards ran inside the mast and it was a double spreader rig. A couple of circumnavigations later, the yacht is still going.

Another piece of inventive necessity was the jury rudder put together by a friend after his yacht's steering gear failed in mid Atlantic. His first reaction to the boat suddenly luffing into the wind and then sailing in circles was to go below, roll a cigarette and make a cup of tea. Over the next two days, he removed two cabin doors, bolted them together and, using a spinnaker pole as a tiller, made a rudder with which he completed his transatlantic voyage.

Going back to the early days of cruising, Joshua Slocum, who is credited with being the first man to sail solo around the world, would never have completed his voyage had he not designed a burglar alarm. For those who don't know the story, Slocum was tired of being boarded and ripped off while at anchor, so at night he scattered tin tacks on the deck. The thieves paid one more visit and never came back. This is a trick worth knowing but not something I would recommend if you are forgetful.

My own forced inventions have been weird and wonderful and include pennies in place of copper washers, temporary repairs with duct tape that have lasted over a year and a simple device that allowed my wife to take a pee without having to get out of her oilskins in heavy weather.

If you have come up with an invention that has saved the day then please share it with *All At Sea*. You show me yours and I'll show you mine!

---

One man who can never be accused of burying his head in the sand is Donald Street Jr., the father of Caribbean cruising guides. I first met the famed rock-pilot while harbor-hopping along the south coast of Puerto Rico. One evening




a man rowed by in a large, lapstrake pulling boat and that man was Don Street. Over the years we met in various Caribbean anchorages. And I often watched in awe as Don tacked and gybed his engineless yawl *Iolaire* into narrow channels that skippers sailing boats with powerful engines thought way too risky to attempt.

I knew the man by reputation long before we ever met, through his charts and guide books which we carried on board. And the *Ocean Sailing Yacht Volumes I and II* are amongst my favorite nautical books of all time.

When talking about Don, someone will always pipe up with "he knows where all the rocks are because he's hit 'em" and that putdown would really annoy me, although I doubt that it would annoy Don.

I make no excuses when I say Street has probably forgotten more about sailing and seamanship than most of us will ever know. He is a fascinating man to talk to and the story of a lifetime spent at sea and his experiences while charting the islands of the Caribbean could fill several books.

Recently Carol Bareuther interviewed Donald Street for *All At Sea* and you can find her story about this fascinating sailor, pilot and author on page 26. 

**Gary E. Brown,**  
Editor







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THE CARIBBEAN'S WATERFRONT MAGAZINE

PHOTO: PAUL WYETH/ANTIGUA SAILING WEEK

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COVER SHOT: Alden Schooner *Charm III* racing off Anguilla

Photo: OceanMedia





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PHOTO: OCEANMEDIA

# ALL AT SEA CARIBBEAN

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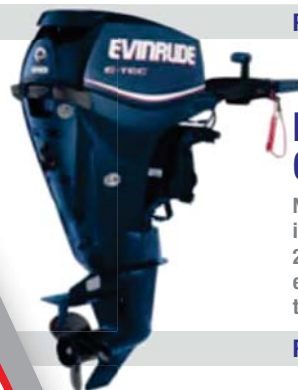
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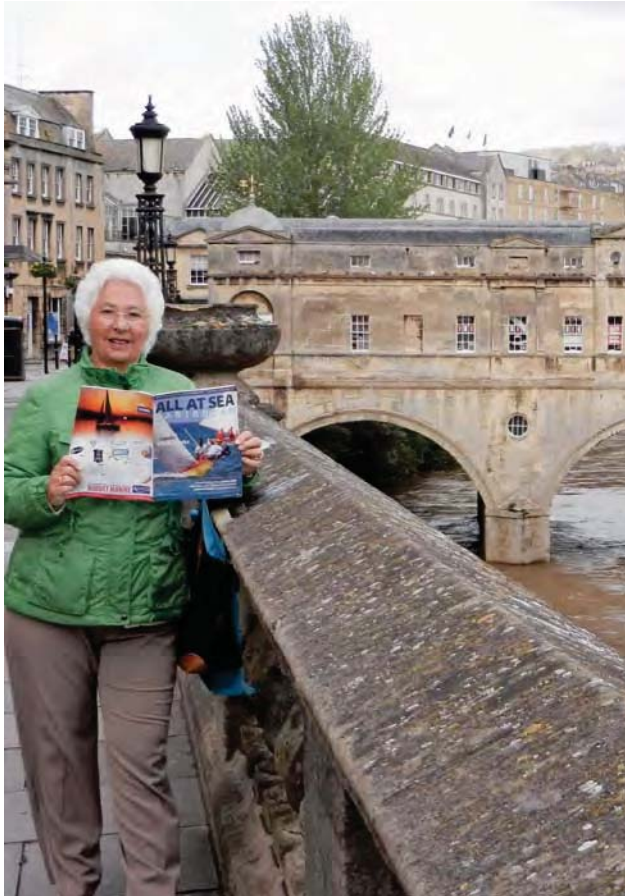
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# WHERE IN THE WORLD?

CONGRATULATIONS,  
ANN AND JULYAN, AND  
THANKS FOR READING  
*ALL AT SEA*!



Ann and Julyan Spooner Lillingston are regular visitors to the Caribbean. Ann says when they are in the islands they always pick up a copy of *All At Sea* to remind them of blue skies and sunshine. Julyan took this picture of Ann enjoying the Caribbean's favorite waterfront magazine on a chilly day in the historic Roman city of Bath, England.

Send us a picture of you reading *All At Sea* and you may win a free subscription. We will select one winner a month. Please send images & your information to: [subscribe@allatsea.net](mailto:subscribe@allatsea.net) or mail to: **382 NE 191st Street #32381, Miami, Florida, 33179-3899.**



## ISLAND EVENTS & INTERESTS

*ALL AT SEA'S*  
CARIBBEAN COVERAGE



**PAGE 47**  
Old San Juan: Sail to  
the Historic Heart of  
Puerto Rico







Puerto Rico

British Virgin Islands (B.V.I.)

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St. Barthelemy

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St. Vincent & The Grenadines

Bequia

Carriacou

Grenada

Tobago

Trinidad

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Wet But Not Windy



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Olympic Profile: Trinidad  
& Tobago's Andrew Lewis

Bonaire



# CARIBBEAN NEWS

A BRIEF LOOK INTO THE HAPPENINGS OF OUR WORLD



PHOTO: TALBOT WILSON

Rounding the first leeward mark in IOD class racing is always crowded

## **Yacht *Outer Limits*, Strikes Whale - Crew Evacuated**

On the night of May 18th the yacht *Outer Limits*, taking part in ARC Europe 2012, struck a submerged object, possibly a whale, approximately 330nm northeast of Bermuda. The yacht sustained damage to the hull causing significant water ingress. Whilst the yacht's emergency pumps were able to contain the leaks, skipper Joost Gehrels doubted that the boat could safely return to Bermuda and issued a Mayday to request immediate assistance.

Rescue Co-ordination Centre Bermuda contacted vessels in the area and diverted the merchant ship *E R Melbourne* to assist. The 36,000 tonne container ship, reached the Dutch registered Hanse 370e in the early hours of May 19th, and commenced evacuation of the crew. Within an hour, the four crew members of *Outer Limits* were safely aboard the merchant ship and the damaged yacht was abandoned, at approximate position 34 19N 59 04W.

## **Caribbean Sailing Regattas Adjust 2013 Dates**

Several of the premiere Caribbean regattas have agreed to adjust their dates in 2013 to alleviate crowding of the rac-

ing calendar. The race directors will meet again in October 2012 to discuss this new schedule and work on a permanent solution that will run from 2014 onward.

Peter Holmberg of the Caribbean Sailing Association spearheaded this effort in an attempt to help both the visiting sailors and the events.

"The regatta directors were asked to consider the overall benefits, and not just the success of their individual event. The spirit of cooperation from everyone was greatly appreciated. With these adjustments, the entire Caribbean gains; the individual regattas and sponsors gain, the island economies gain, and the sport of sailing gains," Holmberg said.

For the new regatta dates and links to their websites, visit: <http://www.caribbean-sailing.com/csa>

## **New Cruising guide to Haiti available for download**

Delete your year-old Cruising Guide to Haiti 1.0 and download the Cruising Guide to Haiti 2.0 as a free PDF. The ePub version is coming soon to Amazon Kindle and other ePub bookstores.

Haiti 2.0 is one-third larger than the original edition following a recent cruise to the country's south coast by author Frank



Virgintino. Additional maps, many annotated for easier orientation, address technical needs and questions of cruisers.

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## Bermuda to host World IOD Champs

Bermuda's Great Sound will provide the backdrop for the 2012 International One Design (IOD) World Championships. Qualifiers from six countries, including Bermuda, will take part in the regatta which will begin on October 28 and conclude on November 4.

Bermuda's eventual IOD World Championship qualifier will be determined in a 15-race series spread over several race days.

"Our local qualifier is not a string of closely connected races," said IOD World Class president Robert Duffy. "We have picked out race days during the course of the year before October which will comprise our qualifying series. And we do it that way because we think it offers a greater opportunity to have different sailing conditions."

There are presently seven IOD fleets, based in Norway, Sweden, England, Canada, USA and Bermuda comprising roughly 150 boats.

## EVENT CALENDAR

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



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# YACHT CLUB NEWS

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## PONCE YACHT AND FISHING CLUB: Sailing through summer 2012

A full calendar of sailing events is underway this summer at Ponce Yacht and Fishing Club (PYFC) in Puerto Rico. These include the 2012 ISAF Summer Olympics, PYFC's annual summer sailing camp and preparation for the Optimist IODA World Championship in July.

The sailing community is still recovering from several fatal accidents which occurred earlier this year, notably the accident in San Francisco which claimed the lives of four sailors. In response, the sailing community in Puerto Rico has focused on sailing safety, which was discussed at a safety program for the Puerto Rican Boy Scouts on May 5 2012. Organized by Jorge Gutierrez, the program was instrumental in training the Boy Scouts on boat safety. The program stressed that all sailors should be aware of the many changes that occur daily due to the weather conditions. And mentioned that although the US Coast Guard is available for emergency calls, wise sailors take special safety precautions before they sail, which includes checking weather conditions, wind speed and wave height etc., available to them online.

In addition to the boat safety seminar, PYFC hosted Festival Olimpico 2012, June 2nd-3rd in Ponce. This annual regatta for PASAF sailing classes is organized by the Federacion de Vela de Puerto Rico and PYFC members. Festival Olimpico consisted of four classes and featured some highly competitive sailors including the 2010 CAC games Snipe gold medalist and former USA Snipe National Champion Ernesto Rodriguez, and the gold and silver medalists PYFC locals Frito Lugo and Jorge Santiago. On Sunfish, local sailors included Pan Am games Hobie 16 gold medalist Fernando Monllor and his brother Alejandro who participated on RSXs in preparation for the ISAF Youth World Sailing Championship in Dublin, Ireland, on July 12th-25th. The special invitation class was the Optimist class. The Opti's entered with a strong training program during the summer in preparation for the 2012 Optimist IODA World Championship. As a part of their training, the Puerto Rican team participated in the Scotiabank International Optimist Regatta in St Thomas sailed June 18th-24th. This is followed in July (15th-26th) by the Optimist IODA World Championship in Boca Chico, Dominican Republic.



PHOTO: BILBY/GALLERY

The PYFC's annual Summer Camp started right after Festival Olimpico, taking place from June 1st to June 29th. The emphasis was on junior sail training, using Optimists and 420s as training boats. The camp combines fun sailing activities, swimming and other outdoor activities, and is always popular with the kids. The Club has a full schedule of fun events planned throughout the year and everyone is invited to join the fun.

For details and a complete schedule of events, visit: [www.discoverpyfc.com](http://www.discoverpyfc.com)



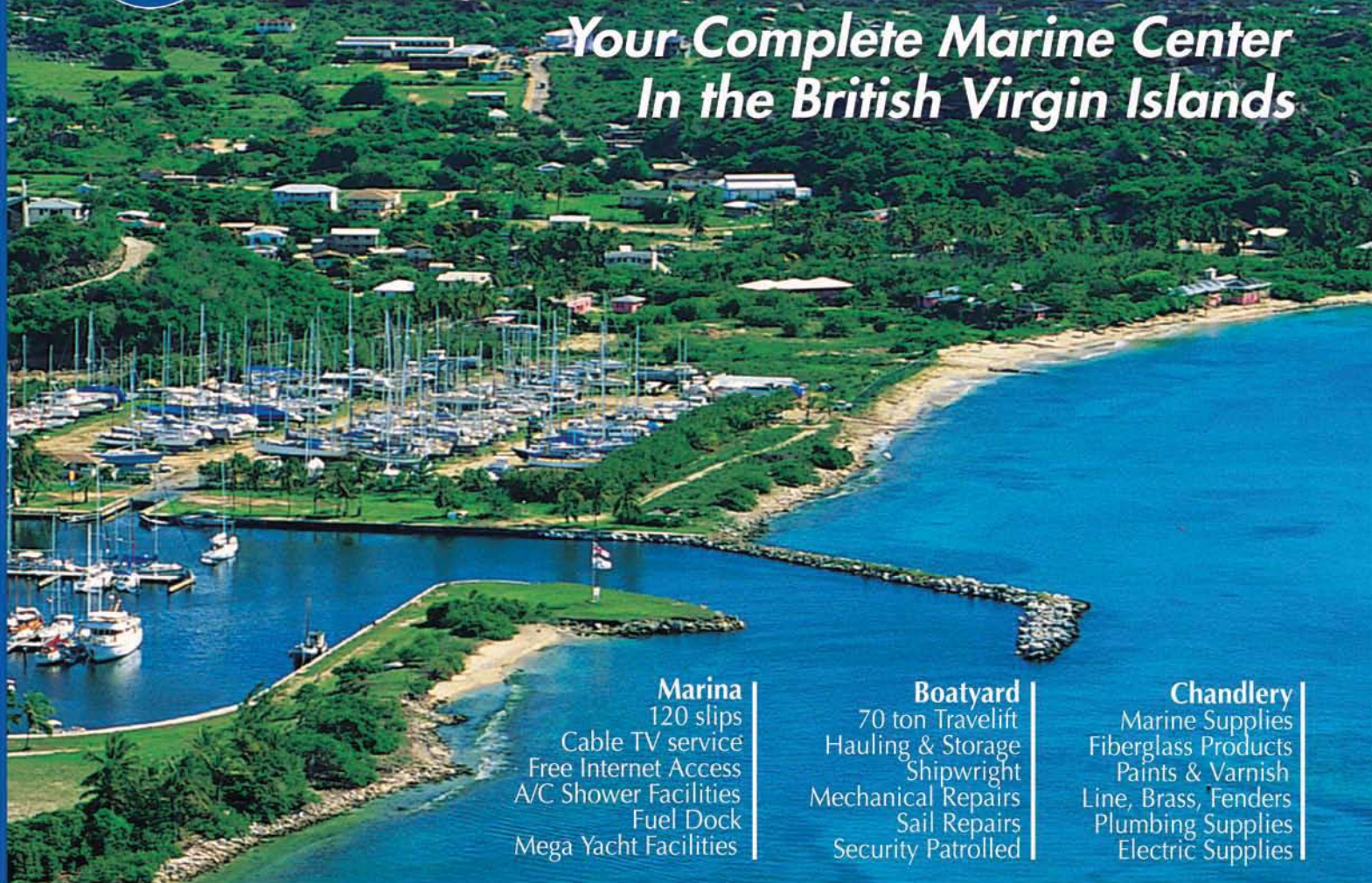
Report submitted by Nanette Eldridge





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# NUTS FOR NEVIS!

BY CAP'N FATTY GOODLANDER



A salute to Nevis

PHOTO: OCEANMEDIA

**A**fter a 12-year absence to sail twice around the world, I'm occasionally shocked by the changes on certain islands of the Lesser Antilles. I first arrived here aboard my ketch *Carlotta* in the 1970s. It is fair to say there have been some changes. But one little island has remained amazingly unchanged: Nevis.

It is still laidback. There was a clock here once—but it ran down and nobody had the energy to rewind it. "Why bother wid it," asked a West Indian friend of mine who had studied diligently at Ganja University, "when she will only want to be wound up again? No end, see? Why get involved? And what she fo', anyway? To tell you dat you



late? I already *knows* I'm late, me son! Why I need some fool clock to tell me so?"

Yeah, they have some damn good ideas in Nevis. Not timely ones, true, but good ones.

Once, back in the 80s, I had my oars stolen from my dinghy on the beach by the main wharf. A local fisherman was mending a net nearby. I told him. He stood up slowly and looked sad.

"... damn rascals," he said.

Then he slowly, slowly strolled away—and returned with my re-claimed oars in an hour or so.

To me, that's Nevis. Not perfect, but mostly so ... and filled with good people who want it to be.

And, of course, it is easy to get on the good side of any Nevisian. Just say, "I go St. Kitts ... and dat place filled with fools! Dat's true, me son! Dem boys idiots—every last one of dem fellows is stupid!"

Not much happens in Nevis—but when it does, they never forget. Alexander Hamilton was born here—a big event in their mostly-mundane history. Thus, pretty much everything on the island is named Hamilton—except the main town "... 'cause them teefs in Bermuda, dey stole it!" I was informed by one dockside lounge.

They like to lounge around in Nevis. They are good loungers and sitters and relaxers. Yes, the average Nevisian makes Buddha seem uptight. They are *amazingly* unfocused. 'Varying your routine' in Nevis is first sitting by the wharf, then by the cricket field, and finally dozing off on the benches outside Customs.

'Multi-tasking' is sleeping and snoring at the same time.

Lord Nelson got married here. That's a biggy, too. He married a local gal named Frances—who was hot-hot-hot, by all local accounts.

Most Nevisians know how to read (98%, one of the highest rates in the Western Hemisphere), and use that skill to peruse the local paper from Basseterre and say, "Lordy, wat dem fools in Kitts doing now?"

It is hot in Nevis, which makes you wonder what the guys who named her 'Our Lady of the Snows' were smoking.

I sail there to visit with Chuck Norris—not the real Chuck Norris, but a handsomer guy who looks a little bit like him. He owns the three-masted schooner modestly named *Star*. We go back a long ways, 30 years plus. (*Star* is the only vessel to have carried the Nevis/St. Kitts flag around the world.)

His wife is named Irene. She is a 'trip and a half' as we hippies used to say. Once in the early 80s, we delivered a giant Camper Nic down to the Virgin Islands from Newport, Virginia. Just before tying up to Yacht Haven (while all our friends looked down from the Bilge Bar), Irene mysteriously disappeared below.

Just as we were docking—and hundreds of eyes were upon us—Irene strutted back up on deck in her hooker outfit (leather mini-skirt, pirate blouse, fishnet stockings, and f-me pumps) and began shouting at the top of her lungs, "I didn't know what depravity was, until I signed aboard this vessel! The skipper said, 'Two on, two off ...' and I thought that was the *watches*! They all kept telling me that any of the crew members would be happy to inject me with a cure for sea-sickness—not bloody likely! Actually, being a *galley* slave was the *fun* part of the job!"

Oh, she is a firecracker, all right.

They have a house 'up the hill' (mountain, to me) which is called The Monkey House—not because monkeys are always scampering around (they are) but because they constantly engage in monkey business.

To lure us there (okay, okay, they rent it out as well) Chuck Norris also constructed a separate dwelling called The Love Shack. It is the neatest place in the Lesser Antilles. My wife and I sailed to Nevis, dashed up the hill while discarding our clothes, flung ourselves into The Love Shack—and only exited by ambulance, which arrived to cart me to the local clinic to have my 'bodily fluids' replenished.

Roger Daltry, some famous Limey guy, hangs out at The Monkey House, too. (Chuck and Irene won't tell me anything about him, despite my always pleading, "Who? Who?")

John Frith is another famous 'sailor dude' who can be found panhandling (well, almost) at the better bars. His son Miska is one of my favorite Reggae musicians, and Heather Nova (his daughter) sings for her supper too (on Virgin Records). John used to own the Paul Johnson-designed Gaffer *Moon* in St. Barth, when Jimmy (yeah, the) was cadging beers at Le Select while penning the tentatively entitled *Changes in Attitudes, Changes in Longitudes*, and yelling, "I've *almost* got it right!" (Buffett just flew into Nevis recently, aboard his bullet-riddled seaplane.)

John Frith still has the Right Stuff. We met him strolling down the beach in his very thin pareo.

"... nice," my wife Carolyn noted.

"For gosh sakes, Carolyn," I shot back, "the man's like ... 70-some!"

"So?" she shrugged.

We attended a party thrown by Peter—the guy who founded Outward Bound. Appropriately enough, he was going to be outward bound aboard his J/46 to Newport in a day or two.

Almost nobody has last names in Nevis—it is considered a tad low class.

There were lots of ex-pats from Jolly Ol' England there—



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acting suitably daffy. Many carried their G&Ts in 55-gallon cups—there's no danger of scurvy in upper-class Nevis.

Oh, the Poms do love their eccentrics, eh?

One old duffer keep grabbing/squeezing the ladies from his wheelchair, and leering, "You and me in the bushes, what do you say? Wouldn't *that* be grand?" (From the look on the women's faces—no, it would *not* be grand.)

"... I'm undaunted," he told me later.

... nice to know, I guess.

"... I was born in Trinidad—which is where I learned to *drink*," another tipsy tippler told me.

Yes, it was an odd group—but then again, they invited me, didn't they?

Horseback riding is one of the few transportation systems Nevis has—that is, perhaps, because of the relative lack-of-maintenance a horse requires. Regardless, local lads are always dashing up and down the beach—chasing after young British girls who are falling off their mounts. (Many fall into their arms; lucky dem!)

Which brings us to the highlight of our visit; a lovely beach wedding between yet another two people without last names.

I enquired of the best man what his posh best friend (the groom) did for a living. "Rock star!" I was informed. But another 'best friend from Jolly ol' said, "... writes jingles" and a third quipped, "... computers, of course!" while the final-but-equally-vague answer was, "... accounting, I'd guess!"

That's a familiar theme in Nevis—it is always impolite to ask what you want to know, don't you know?

So you never quite know if the fellow who tells you he 'drinks for a living' is pulling your leg or not. (In this case, however, we *did* know ... as he was passed out in the bushes within an hour of the first bottle of Tanqueray being uncorked.)

But Nevis is always a fun place to visit. I asked the bartender at the Hermitage (lovely little hideaway) if you had to dress for dinner.

He thought about it a long time. You could almost see the gears turning. Finally, he lit back up. He had the answer. "Some *does*," he said, "but you don't *must*!"

... how perfectly Nevisian!

(Fatty and Carolyn are currently in Sint Maarten and, Jah permitting, soaking their new Wauquiez 43 ketch in a pool of WD-40.)

Cap'n Fatty Goodlander has lived aboard for 52 of his 60 years, and has circumnavigated twice. He is the author of *Chasing the Horizon* and numerous other marine books; his latest, *Buy, Outfit, and Sail* is out now. Visit: [fattygoodlander.com](http://fattygoodlander.com)



# SAILING WITH CHARLIE

## ANALOGY

BY JULIAN PUTLEY  
GRAPHICS BY HANNAH WELCH

**H**igh tech systems and user friendly equipment on yachts have improved dramatically over the years. Furling systems for sails, from slab to in-mast and in-boom are an example. Electric winches and windlasses are another as well as a plethora of electronic navigation aids. But what happens when they don't work?

Charlie once saw an in-mast furling sail on a boat that was tied to the dock with just the ragged edge of the sail protruding from the mast. Someone had cut away the whole sail, from head to tack, presumably in an emergency after it jammed.

Throttle cables are also prone to failure and potential catastrophic accidents. One day Charlie was on a large catamaran and was approaching a mooring ball in a crowded anchorage. The boat was equipped with single lever (throttle and shift) engine controls for each engine. He put the starboard engine in reverse to line up the boat perfectly and stop. The boat immediately shot forward. People on nearby boats started shouting, screaming and waving their arms. Charlie put the port engine in reverse to avoid a nasty collision and the boat immediately swung in a tight circle ... backwards. The mayhem on board was intense. Charlie tried reverse again on starboard – same thing, the boat shot forward. Whilst the boat was merrily pirouetting in circles, by a miracle one of the guests managed to snag the mooring line and hook it over a cleat. Immediately Charlie put both engines in neutral and breathed a sigh of relief. It didn't take long to discover that the transmission cable had snapped while the engine was in forward – the throttle was still working fine.

Several hours later, after a call to the base, the charter company's mechanic pulled up alongside in the 'chase boat'. It didn't take long to change the broken transmission cable but Charlie suggested that the throttle cable be changed too; after all, they were probably the same age. The mechanic, though, had a different solution, "Noo mon, we doesn't do it like dat. You see, it's like dis. Say, in about five years you die ... but de wife could last anudder ten



years. Y'unnerstan'?" With a smile and a high five he was gone. It obviously came under the heading of 'if it ain't broke don't fix it'.

Sometime later Charlie was checking over another large catamaran just prior to leaving the dock on a week-long trip. In the engine room he noticed the oil fill cap had not been replaced after the mechanic's fluid level check. The potential for massive oil spray in the engine compartment was irrefutable. He mentioned it to the head mechanic – but he was un-phased. "You see, it's like dis. You go to de doctor and have a complete check up: heart, blood, urine sample and so on ... clean bill of health. Then de nex' week you drop dead of a stroke. Y'unnerstan'?" Charlie walked away shaking his head and trying to figure out the logic. It obviously came under the heading of 'shit happens'.

Sometimes logic is a hard thing to figure out, preventive maintenance being rather rare and common sense not very common.

Charlie's tip: Keep throttle and transmission cables well greased at all times. If the engine control levers at the helmsman's station become stiff there's probably corrosion. Change the cables immediately. Finally, always keep your sense of humor!



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

# MANATEES

## A GENTLE ANIMAL

BY JOE ZENTNER

PHOTO: A. HODGES

Manatee at the Sea World Exhibit in Orlando

**M**anatees are large, herbivorous marine mammals. The average adult manatee is 10ft long and weighs approximately 1000lb. Adults have been known to exceed lengths of 13ft and weigh over 3500lb.

A migratory animal, within the United States, manatees are concentrated in Florida in the wintertime. During warm-weather months, they can be found as far west as

the Texas Gulf Coast and as far north as Massachusetts. Manatees are also found in the coastal and inland waterways of Central America and along the northern coast of South America.

The West Indian manatee (*Trichechus manatus*) includes two distinct subspecies: the Florida manatee (*Trichechus manatus latirostris*) and the Antillean manatee (*Trichechus manatus manatus*), which is found around the Virgin Islands.





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While morphologically distinct, the subspecies share common features.

Named for the Sirens of Greek mythology, in Homer's *Odyssey*, Sirens were half-woman, half bird-like creatures that tried to lure Odysseus and his shipmates onto an island with endearing songs of love. Later, some authors confused Sirens with mermaids (mythical creatures described as half-woman, half-fish) which eventually led to the naming of the scientific order Sirenia.

Slow-moving, most of a manatee's time is spent eating, resting, traveling and enjoying life. The animals can swim at speeds of up to 20mph in short bursts but usually lumber along at around three to five mph.

Manatees exhibit signs of advanced long-term memory. In acoustical and visual studies, they demonstrate advanced learning resembling that possessed by dolphins.

Like other mammals, manatees breathe air. Their very large lungs are also used for buoyancy control. The rushing sound of a deep exhale and breathe resembles the sound made by snorkelers. This sound and the associated 'footprint' left by a manatee's tail are clues that reveal the presence of manatees in a particular geographical area.

The creatures emit sounds that are within human auditory range. These include squeaking and squealing when

frightened, and playing or communicating, particularly between cow and calf.

Manatees eat plants such as manatee grass, turtle grass, water hyacinth and water lettuce. Occasionally, small snails will be taken in along with the grass. These provide manatees with extra protein.

Manatees have teeth, which are known as 'marching molars'. The teeth are unique because they are continually being replaced. They form at the back of the jaw, wear down as they move forward, and eventually fall out. Tooth replacement is an adaptation to the manatee's diet of abrasive plants that are often mixed with sand.

The animals have no natural predator but are in omnipresent danger of being hit by boats. Other dangers to manatees are pollution, cold weather (which can give them influenza-like symptoms), and running out of food in too harsh winters.

Today, the greatest threat to manatees comes from competition for space with human beings. As human populations expand, more and more manatee habitat is being taken over for recreational and commercial use. Human populations are growing the fastest in coastal areas—the same places that manatees depend on for their survival.

Being herbivores, manatees must stay in shallow coastal waters or rivers where vegetation is abundant. As coastal






areas are increasingly developed for human use, dredging, wastewater discharge and sediment run-off negatively impacts manatee habitat.

Observed (somewhat) humorously, endangered manatees have joined a long list of contemporary Tea Party favorite targets, along with taxes, high-speed rail systems and 'socialized' medicine. Recently, a Citrus County (Florida) tea-party group has announced that it will stringently fight new restrictions on boating and other human activities that have been proposed by the U.S. Fish and Wildlife Service.

"We cannot elevate nature above people," explains Edna Mattos, spokesperson for the Citrus County Tea Party Patriots. "That would be against the Bible and the Bill of Rights."

If you can figure out the above statement, you have gone a long way towards understanding why the author of this article, a one-time political science professor, took early retirement.

If you take the time to get to know manatees, you'll come to realize that they aren't sea monsters at all (as some people claim), but warm, social, lovable animals. For information on saving manatees, write to: Save the Manatee Club, 500 N. Maitland Avenue, Maitland, FL 32751, or call: (407) 539-0990 

*Joe Zentner walked away from the university classroom on May 7 1991. He has not yet fully recovered.*



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# LIFE FLOATS & RIGID BUOYANT APPARATUS

CHANGES TO THE LAW AFTER 2015

BY CAROL M. BAREUTHER



PHOTO: DEAN BARNES

IBAs are similar to this cruise ship inflatable life raft but they do not require a canopy

Some ferry, cargo and charter boat operators will be required to update their survival craft in the next 36-months. According to the Coast Guard Authorization Act of 2010, a survival craft may not be approved as a safety device unless the craft ensures that no part of an individual is immersed in the water. That means that life floats and rigid buoyant apparatus need to be replaced by Inflatable Buoyant Apparatus or IBAs. This law goes into effect January 1st 2015.

Kurt J. Heinz, P.E., Chief, Lifesaving & Fire Safety Division (CG-5214) at U.S. Coast Guard Headquarters in Washington, DC, says, "This is not a Coast Guard regulation. It's a statute or law Congress passed as part of the Coast Guard Authorization Act. We must enforce it, but since it's not our own regulation, we can't provide exemptions or extensions. However, we are in the process of drafting regulation that may, for example, modify the capacity. For example, a ten-person IBA without a canopy can fit more people in it. For now, a 1:1 replacement is a safe bet."

Life floats look like life-saving buoys that have rope netting at the bottom and buoyant apparatus is basically flotation equipment designed to support a specific number of

people in the water. IBAs, on the other hand, are inflatable life rafts with a floor that keeps those inside out of the water.

It's somewhat complicated and based on a specific well-defined risk matrix as to which vessels need to now carry IBAs. In addition, this law only applies to U.S. flag vessels inspected by the USCG. However, suffice it to say, if a vessel now carries a life float, they need to replace it – and do so prior to January 1st 2015.

Procrastinators may find manufacturers backlogged with orders, says Jan French, who with husband, Howard, own Caribbean Inflatable Boats & Liferrafts, Inc., in St. Thomas. "I've been working with the boating community to get numbers and sizes of rafts needed in order to get bids from various manufacturers. That doesn't mean everyone has to order IBAs at the same time, but what I want to do is make a commitment to a manufacturer that we buy a certain number of IBAs over a two-year period. This should result in good availability and some really good prices."

For more information, contact Caribbean Inflatable Boats & Liferrafts, tel: 340-775-6159 E mail: [Janis@caribbeaninflatable.com](mailto:Janis@caribbeaninflatable.com) For a copy of the statute, visit: [westpacmarine.com/downloads/LifeFloatPhaseOut.pdf](http://westpacmarine.com/downloads/LifeFloatPhaseOut.pdf)





# BATHYMETRIC SURVEYS

## JET SKIS GO HI-TECH

BY CAROL M. BAREUTHER

**N**ew Jet Ski based technology allows researchers to quickly and easily survey the ocean floor in Puerto Rico and the United States Virgin Islands.




Hazards to navigation such as shoaling of shipping channels or shipwrecks can be identified using a bathymetric surveying and side scan sonar system, which produces detailed pictures of the ocean floor up to depths of 300ft. Now, researchers with the Caribbean Coastal Observing System Caribbean (CariCOOS), a project funded by the National Oceanographic and Atmospheric Administration (NOAA), have created a way to mount this technology on a jet ski in order to make it quick, easy, accessible and affordable.

"This system uses a transducer and a side scan sonar to produce a detailed picture of the depth of the water in any harbor, port or navigation channel," explains Dr. Miguel Canals, Director of the Fluid Mechanics and Oceanic Engineering Laboratory and assistant professor of the College of Engineering at the University of Puerto Rico's Mayaguez campus and one of CariCOOS' leading researchers. "Since it is mounted on an easily transported jet ski and powered by a solar panel, this substantially reduces the cost of performing this type of survey."

A bathymetric survey is used to research a particular coastal area to better understand beach erosion and sediment transport. The side scan sonar is particularly useful in order to recover a port entry or for detecting obstacles to navigation or for search and rescue assistance in the event of a downed airplane or sunken vessel.

"We are on-call by the U.S. Coast Guard to survey for shoaling or other hazards to navigation," says Canals.

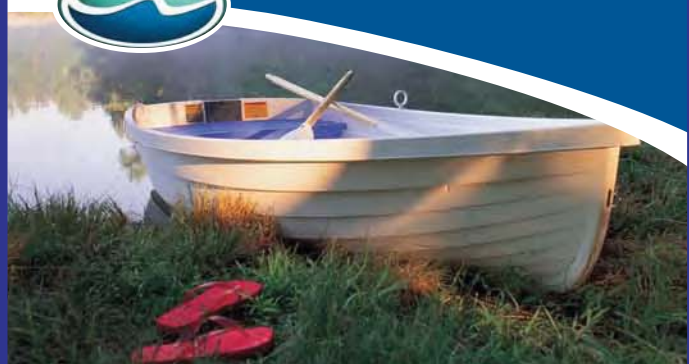
This jet-ski based bathymetric surveying system will now be used throughout Puerto Rico and the U.S. Virgin Islands. 

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

PHOTO: COURTESY OF DR. MIGUEL CANALS/UNIVERSITY OF PUERTO RICO-MAYAGUEZ

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# DONALD STREET

FATHER & FOUNDER OF THE MODERN CRUISING GUIDE

BY CAROL M. BAREUTHER





**T**housands of yachtsmen can thank goodness that Donald Street, Jr., an avid sailor who has spent over half a century cruising, charting and writing about the Caribbean, didn't follow his mother's advice. That is, she wanted him to get a banker's job in the 'canyons' of New York so he could make money and buy a boat rather than try to make money in yacht design or sailing for a living. Today, Street's rebellion and subsequent career on the sea is legendary. His name is synonymous with a number of ground-breaking guides and charts that literally opened up the Caribbean to bareboat companies, crewed charters and pleasure cruisers.

It's not all that odd that Street would end up spending more time on sea than land. Yachting was definitely in his blood and he can trace it back at least four generations to when his great grandfather raced ice boats and sandbaggers on New Jersey's Barnegat Bay. Street started sailing as a teenager out of New York's Manhasset Bay Yacht Club. He later headed off to Catholic University in Washington, DC, where he and a couple friends founded a sailing team. Competition, and his education, was cut short by the Korean War. He ended up in a short-lived career in the Navy. Afterwards, it was back to finish at the university. This is when his real education in sailing started. Over the next few years he spent time racing with the likes of Arthur Knapp, Charlie 'Butch' Ulmer and Colin Ratsey, sailing transatlantic and back, and performing odd jobs in boatyards.

It was after this, seeing the ravages of a stressful profession and cold climate on both of his parents, Street decided to jump ship. He followed a friend's advice and bought a one-way \$45 ticket to the Virgin Islands. The rest is history, as they say, when Street purchased *Iolaire*, a 1905-built 46ft engineless yawl, on which he embarked into the charter business. It was while having cocktails at Caneel Bay Resort on St. John that one of Street's charter guests encouraged him to write. It proved sound advice. Then again, it came from famous author John Steinbeck.

"In the very early years of *Iolaire* chartering we picked up most of our charters as we were the only boat in the VI that would fight our way eastwards across the Anegada passage. No one in VI knew anything east of Anegada. Similarly, the Antigua fleet never went west of St. Martin. *Iolaire* was the only boat that cruised both areas," explains Street. "Most of the exploring was done on charter. Charter parties would ask me 'what are we going to find when we get in this harbor?' to which I would reply 'don't know, never been here before.'"

Street wrote his first cruising guide, the Yachtsman's Guide to the Virgin Islands, and had it privately published in 1964 on a hand powered mimeograph machine by charter broker Frank Burke. It wasn't that there weren't guides produced before this time. However, Street's were the first



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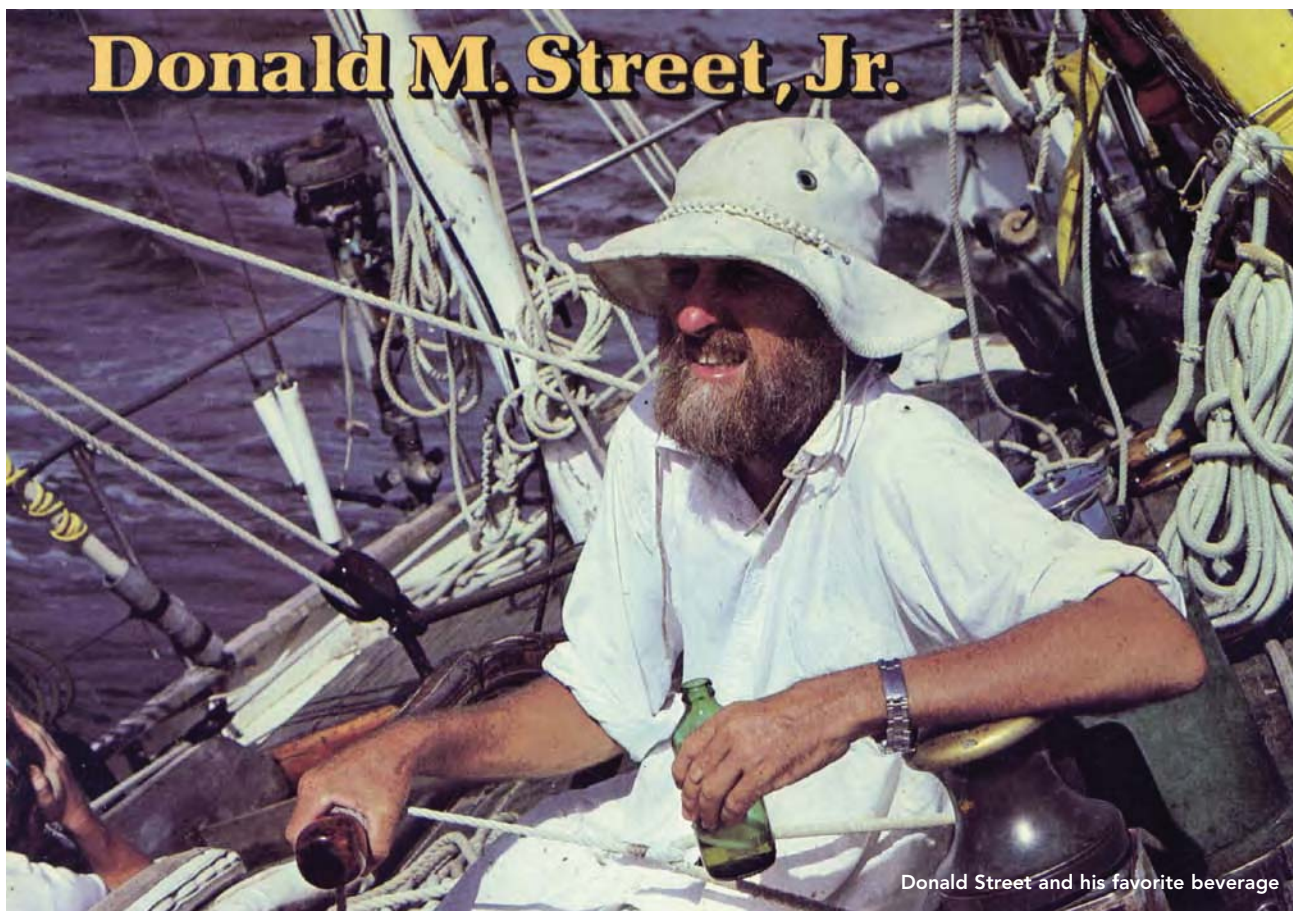
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### Donald M. Street, Jr.



Donald Street and his favorite beverage

that were comprehensive and no-nonsense. They offered yachtsmen who never sailed Caribbean waters a groundbreaking mix of practical advice, solid information and informed opinions in a non-narrative form and, most importantly, sketch charts. Two years later, Dodd Meade published Street's *Cruising Guide to the Lesser Antilles*. This is the book that opened up the Caribbean to the cruising yachtsmen and made bareboat chartering possible.

"Before I wrote my guide the losses to the beginning bareboat companies were so high that it was all but impossible to obtain insurance," says Street. "I have a reprint of the first article I ever wrote, *Going South*, for 'Yachting' in 1964. Alongside my article was one by the editor, Bill Robinson, who said there is another way to go south ... fly and charter."

Blazing this trail certainly came with serendipity.


"The first time we went to Grenada there was a foul up and we discovered when we reached the north end of the island that all the charts covering the area were back at the yacht club," Street tells. "So, we lashed small cushions on the lower spreaders port and starboard; rigged a flag halyard port and starboard so we could send up Heineken beer to the lookout. Either myself or Ed Pionkowski (who now lives in Barbados), was on the spreaders for the next six

days! We even sailed into the Tobago Cays via the southern entrance; a routing the present day guides (except mine) say is too dangerous."

In 1969, Street wrote the *Yachtsman's Guide to the Grenadines*. In 1974, the *Cruising Guide to the Lesser Antilles* was reissued in a much larger and expanded form. It went through three printings before the W.W. Norton & Company took over and allowed Street to re-write and expand it into the three separate volumes it is today.

Today, at 81, Street is still writing while wearing many other business hats. His *Transatlantic Crossing Guide* has been completely re-written as a *Guide to the Atlantic and Caribbean basins* and is now in the hands of the editor. Meanwhile, his *Guide to the Cape Verde Islands* came out last September.

"It is hoped that this guide will do for the Cape Verdes what my first *Cruising Guide* did for Eastern Caribbean."

To learn more about Don Street, his books, Imray-Iolaire charts and cruising guides, visit: [www.street-iolaire.com](http://www.street-iolaire.com) 

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





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# ANTIGUA SAILING WEEK 2012

## THRILLS AND SPILLS

BY LOUAY HABIB

PHOTO: PAUL WYETH/ANTIGUA SAILING WEEK



Hugo B proudly flies the flag of Antigua on her spinnaker

Antigua Sailing Week is the Caribbean's longest running and most prestigious sailing regatta and the 46th edition was an absolute cracker. It is the final curtain call of the Caribbean racing season and sailors come to Antigua Sailing Week from all over the world to experience Caribbean racing at its best. Shore side was just as spectacular with a myriad of parties and fun on offer, including one of the most memorable live concerts in the event's rich history.

The week of racing kicked off with a solid 20-25 knots of wind providing exhilarating sailing and no shortage of drama. In the big boat racing class, CSA1, Stefan Lehnert's Tripp 56 went out of control three miles offshore and in the commotion crewman Phillip Lehnert went overboard. Within minutes, Richard Matthews' Oyster 82, *Zig Zag*, successfully

recovered Lehnert, who was uninjured. Lehnert's father was a relieved man and once ashore delivered a crate of champagne to *Zig Zag* and a big thank you. The smart response was a true indication of the spirit of Antigua Sailing Week.

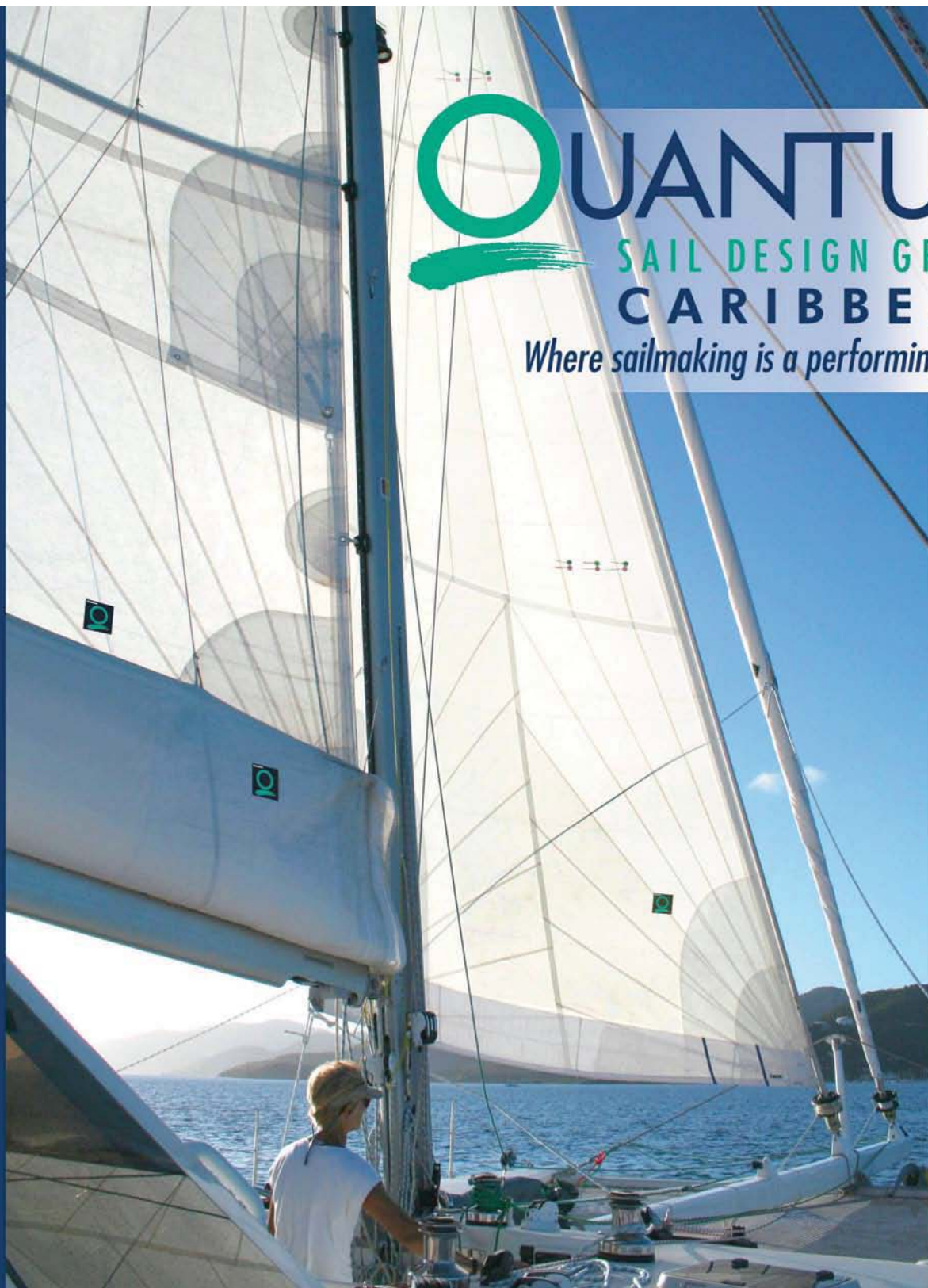
The breeze remained above 20 knots for the third consecutive day of racing. The sizeable yachts in CSA 1 were an awesome sight, smashing through the start line to windward before freeing off at the Ocean mark and accelerating downwind, bow up, at speeds of 20 knots plus.

Racing on the Santa Cruz 72, *Antipodes*, was a true Australian legend. At 85-years-of-age, Syd Fischer was probably the oldest competitor at Antigua Sailing Week. Fischer shares a record of five America's Cup challenges.

The highlight of this year's live music entertainment was 'The son of Bob' – Ky-Mani Marley. The band played to over



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*El Ocaso* scored seven bullets in CSA 4

3000 people in Nelson's Dockyard, concentrating on renditions of his father's biggest hits: 'Jamming', 'Could you be loved' and the thought provoking, 'No woman no cry' and 'Redemption Song'. Marley played for over two hours and the massive crowd left the event village buoyed by a fantastic experience.

After three days of scintillating race action, well over a thousand people gathered at Pigeon Beach for Lay Day. For the more energetic, stand up paddle boarding, rowing and dinghy racing were all on offer. Beach cricket was very popular with famous Antiguan cricketers Sir Vivian Richards, Curtly Ambrose and Kenny Benjamin joining in the fun with the gorgeous Carib Girls.

After a day off, racing resumed. All week, CSA 2 was a highly competitive class and on day four, Ulrich Rohde's Swan 53, *Dragon Fly Plus*, won both races (but only just). In the fifth race of the series, Chris Brand's Swan 53, *Merel Four*, took line honors but could only watch with despair as *Dragon Fly Plus* came through the line 21 seconds later to take the win on corrected time.

In the Bareboat Class, the titanic struggle between three German yachts from KH+P continued. For the penultimate race of the series, Horst Schulze's, *Sea You Later*, won the race by just 34 seconds from Alexander Pfeiffer's *L'Oiseau des Iles*. Andreas Kadelbach's *Cayenne* was third. All three of these yachts occupied the top three places in the seven race series, often overlapping as they went through the finish line.

On the last day of racing, two classes went to the wire.

In CSA 1A, there was a nail-biting finale to Antigua Sailing Week. Geoff Hill's Santa Cruz 72, *Antipodes*, won the last race of the day to take the division.

In CSA 5, Geoffrey Pidduck's Six Metre, *Biwi Magic*, came out on top in the final race to win the class, after a titanic struggle with Stephen Carson's Dehler 34, *High Tide*.

At the Final Awards Ceremony in Nelson's Dockyard, Richard Wesslund's J/120 *El Ocaso* was awarded the Lord Nelson Trophy for the best overall performance of any yacht during Antigua Sailing Week. *El Ocaso* scored seven straight wins in CSA 4, but it was far from easy. Most of the races were decided by less than a minute.

"Winning The Lord Nelson Trophy really caps off the season" said *El Ocaso*'s Richard Wesslund. "This has been the most competitive regatta by far; we have been pushed hard in every race. Every year the crew votes on the events we will compete in and Antigua Sailing Week was top of the list. The race management and shoreside has been absolutely first class – a fantastic event."

For more details and full class results, visit: [www.sailingweek.com](http://www.sailingweek.com)



Louay Habib is a freelance yachting journalist who has competed at regattas and offshore events all over the world. He writes for a variety of clients including, The Volvo Ocean Race and the Royal Ocean Racing Club.



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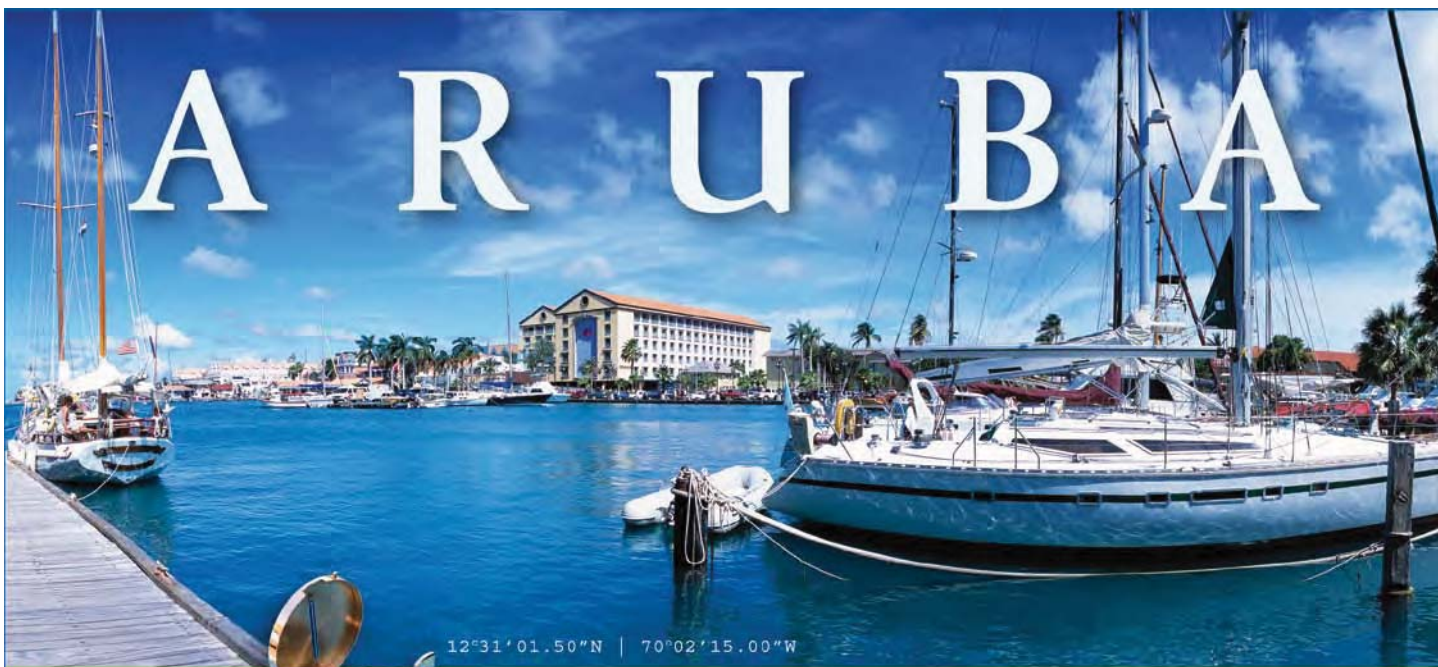


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# FISHING LODGE INTERNATIONAL CAP CANA BILLFISH SHOOTOUT

SHARK BYTE TOP BOAT – RODRIGUEZ TOP ANGLER

BY CAROL M. BAREUTHER



Aboard the Winning Boat, from left: Chris Wood, John Bayliss, Bryce Garvey, Nick Rauco, Capt. Rich Barrett, Pete Cherasia, Kyle Francis and Brandon Walton

The east coast of the Dominican Republic is earning a reputation for a hot marlin bite in the late spring. This year's Fishing Lodge International Cap Cana Billfish Shootout, held May 17th – 22nd, certainly reinforced this status when the 17 boat fleet released 37 white marlin and six blues in three days of fishing. Of this, Puerto Rico's Efrain Rodriguez, on his November 2011-launched F&S 56, *Doña Lucy*, won Top Angler by releasing seven white marlin, a blue marlin and a sailfish, while

*Shark Byte*, an August 2011-launched Bayliss 73 owned by New Jersey's Pete Cherasia, released 13 white marlin and a blue to earn Top Boat.

This was the first tournament that Rodriguez and his team from the former *Prime Time PR*, with Capt. Paco Vela at the helm, were fishing since splashing the new *Doña Lucy*.

"The tournament was really exciting from start to finish," says Rodriguez fellow angler on *Doña Lucy*, Rafael Caicedo. "We took the lead in the boat standings very early the first



day with the release of a blue marlin and five whites to win the daily. The second day it was a little slower for us with the release of two whites and a sail that Efrain hooked up 30 seconds before lines out to regain the lead. The last day we were able to release four whites. We changed leads with *Shark Byte* a couple of times that last day. In the end, Efrain Rodriguez not only won as best angler but also caught the first blue and the first sail of the tournament. He went 9/9 (saw nine marlin and caught nine marlin). His right flat line was really hot!"

Meanwhile, the *Shark Byte* team, which homeports in Rumson, NJ, arrived to fish out of Marina Cap Cana about a month prior to the tournament. They got to know the fishing grounds, which are located around 12 miles offshore, really well, says Capt. Rich Barrett.

"The first day we caught four white marlin and missed a blue when it pulled the hook," Barrett tells. "This put us in fifth."

### **"What really helped was that all of the anglers were really attentive," says Barrett.**

The next day, *Shark Byte* anglers went 6/6 or in other words caught all six white marlin they saw. This enabled them to win the daily prize and jump into second place in the boat standings only 90 points behind Rodriguez's *Doña Lucy*.

"What really helped was that all of the anglers were really attentive," says Barrett. "They never left their rods. They were always ready to drop back and catch a fish. That makes me happy as a captain."

The third and final day proved a battle for first place between *Shark Byte* and *Doña Lucy*.

"We caught a white early and *Doña Lucy* caught a couple too," Barrett relates. "They got ahead of us in numbers, so we knew we needed a blue marlin to win. (White marlin counted for 200 points while blues counted for 500.) Then, we had a blue come up. It was real aggressive and we missed it; it never came tight. The mood on the boat went from excited to quiet. But, we all kept our head in the game. Around 2:30pm. another blue came up on the teaser. John (Bayliss) pitched a bait and said it was one of his five favorite bites of all times! After that, the fish didn't sound. It stayed on top and John released it in 13 minutes. That's all we needed to win. It was a storybook ending!"

Proceeds from the Fishing Lodge International Cap Cana Billfish Shootout benefit Reel Life Adventures, a charitable organization that works with orphaned kids in the Dominican Republic.

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



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# PUERTO RICO GRAND SLAM BIG GAME FISHING TOURNAMENT

DISMAL WEATHER BUT PLENTY OF FISH



Rhamses Carazo and crew aboard  
*Picara* – 3rd Best Boat

PHOTOS COURTESY OF RHAMSES CARAZO

**T**he weather didn't cooperate, but the fish did at the 4th Puerto Rico International Grand Slam Big Game Fishing Tournament, held May 4th – 6th at Palmas del Mar Yacht Club and Marina in Puerto Rico.

"The weather was very bad on Sunday. We were fishing south of Vieques and it rained all morning until around 2pm, says Gustavo Hermida, owner of the tournament's Second Best Boat, the Hatteras 80 *Fish Hunter*, and Commodore of Club Nautico de San Juan. "However, we caught and released a blue marlin and fought it for about 40 minutes on 30lb test."

*Hilda* was named the Best Boat Overall, with the Viking 55 *Picara*, owned by Rhamses Carazo, third. Carazo's 13-year-old son, Sebastian, won the Best Junior Angler award.

"We were fishing for swordfish on Saturday and I hooked a 12ft 400lb Treasure Shark that I fought for over 40 minutes," explains Carazo. "Then on Sunday, Sebastian hooked a blue marlin around 9:30am. He fought it for only 20 to 25 minutes and it was in the 250 to 275lb range. It was a big angry fish that jumped over four times by the time Sebastian released it."



Carli and Ivette Rodriguez, aboard their boat *Onix*, won the Best Fun Fish award.

"The prize refers to the variety of fish caught," explains Ivette Rodriguez. "We caught blackfin tuna, albacore tuna and rainbow runner on the Grappler Bank south of the Palmas del Mar Yacht Club."

Of the 25 blackfin tuna caught aboard *Onix*, 15 were reeled in by Ivette Rodriguez, which landed her the Best Female Angler and Largest Tuna awards.

"We really enjoyed fishing in the tournament as a family fishing day," Rodriguez adds. "My son Carlos Luis was captain and the anglers included my second son, Fernando and daughter Ceci with her husband Miguel. Our success came from having a great team."

In other awards, Francie Gonzalez won the Best Angler award, while Jose Caicedo, aboard *Poco Loco*, caught the Largest Mahi Mahi.

Fifteen boats and 60 anglers fished the tournament. Up for grabs were over \$75,000 in prizes: \$50,000 for a 'Grand Slam' (blue marlin, white marlin and sailfish release all on one day), and \$25,000 for any angler who could break the island record of a 522lb swordfish, which was set in the first edition of this tournament.

One of the next big billfishing tournaments in Puerto Rico is the 59th International Billfish Tournament (IBT), set for September 23rd to 30th 2012.

"Our IBT offers a sports fishing platform that has endured for nearly six decades," says Hermida. "Our compliment of top notch international and local anglers; and our commitment towards conservation have been key in keeping us at the top in the angling world."

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



Treasure Shark caught by Rhames Carazo

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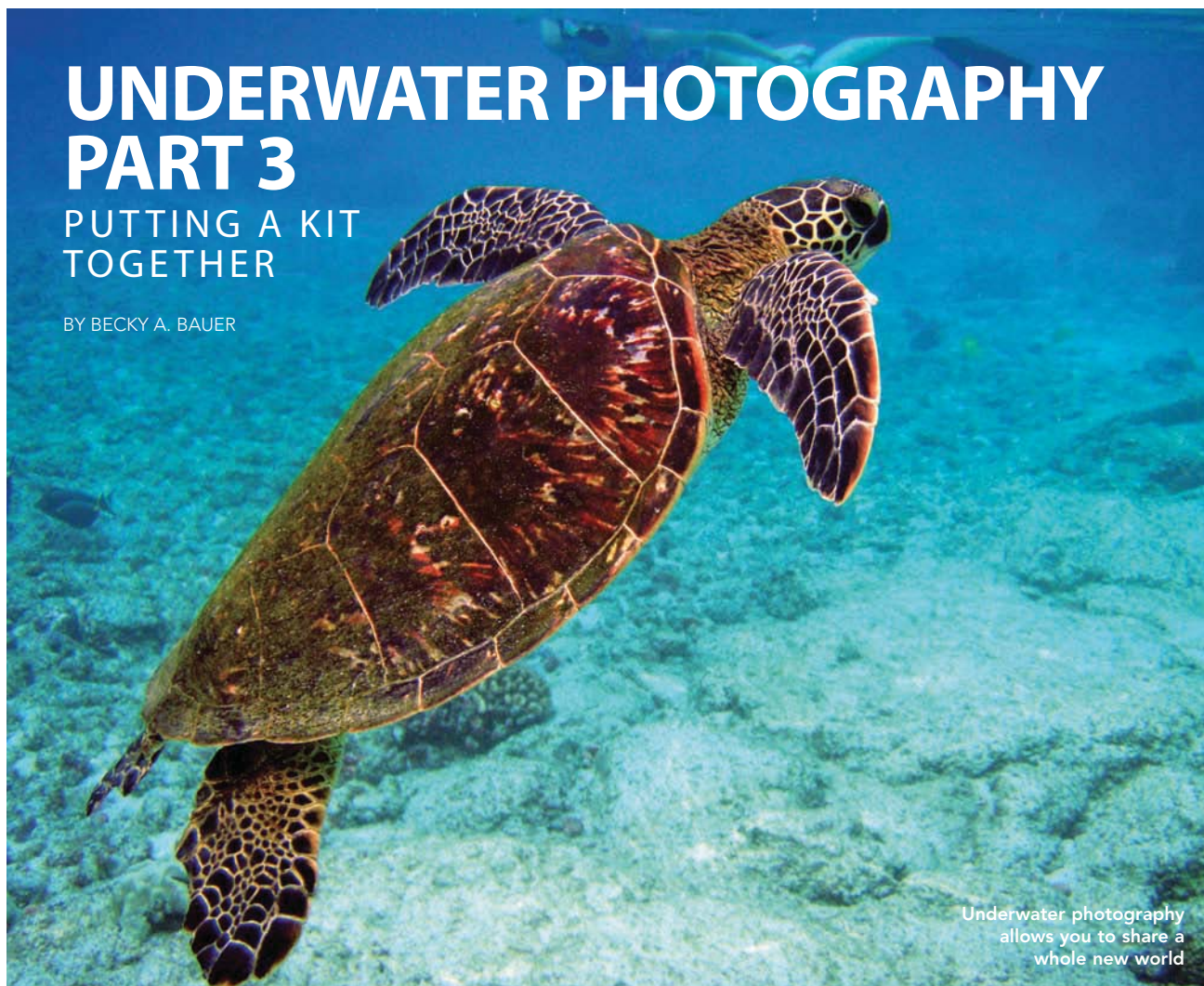
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# UNDERWATER PHOTOGRAPHY PART 3

## PUTTING A KIT TOGETHER

BY BECKY A. BAUER



Underwater photography  
allows you to share a  
whole new world

**B**efore we send budding underwater photographers fleeing over the costs of putting together an underwater photo kit, we offer a couple of items that are free: used dryer sheets and heavy duty rubber bands. What to do with these comes later.

Assembling an underwater photo kit requires time, patience, research, and a review of finances and goals. Is the goal to capture memories of dives to share with family and friends? Is the goal to become a photographer who makes money with his photos? Goal number one should be a new photographer's priority.

It takes years of practice and an artistic eye to become a commercial photographer along with a substantial financial investment. As with many endeavors, it is much better to start 'small' and work up and as skill levels increase, upgrade equipment.

The first item in the photographer's kit is a camera. With the advent of digital cameras the choice of cameras has greatly expanded as has the price range. That said, not every digital



Not all underwater  
photographers will be lucky  
enough to film a mermaid!

camera can be used in a hard-shell housing so, when considering a camera, make sure there is a compatible housing.

What kind of camera? Here's where finances come into play. There are many choices in the less expensive, non-





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IMAGE: BECKY BAUER

DSLR (digital single lens reflex) category including compact digital cameras, bridge cameras – that are basically high-end compact cameras with a few features found in DSLR cameras yet without interchangeable lenses – and the newer MILC (mirror-less interchangeable lens cameras) which are smaller than DSLR cameras but without TTL (through the lens) technology found in DSLR cameras. Note: If selecting a non-DSLR camera choose one with built-in underwater photo settings as well as a macro setting.

The second category is the DSLRs with interchangeable lenses offering a much wider range of photo possibilities, fully manual as well as automatic functions, and larger sensors for much better performance in low-light situations. DSLRs with their TTL technology allow the photographer to see exactly what the lens is seeing because he is looking directly through the lens.

Once a camera is chosen, the next step is choosing the housing. First and foremost, it must be a housing designed specifically for the camera it will be protecting and it should allow access to all the camera's functions. Hard-shell housings are made from a variety of materials including polycarbonates, PVC, and anodized aluminum. Some camera manufacturers carry brand specific housings and

there are housing manufacturers that make housings for a variety of camera brands.

If choosing a camera with interchangeable lenses, keep in mind that along with the housing, lens ports must be purchased to accommodate the various lenses. The depth of the port must accommodate the length of the lens.

Next is the photographer's source of lighting, the underwater strobe. While both non-DSLR and DSLR cameras have built-in flash units those units will not provide enough light for underwater photography. Remember your basic dive class! The deeper one goes the less light and color so strobes are necessary.


Along with a strobe, or strobes – two are better than one; the photo kit must include a tray and handles. The housing attaches to the tray, the strobes attach to the handles. Strobes introduce the problem of back scatter. Back scatter occurs when suspended particles reflect light back into the lens. The resulting photos are speckled.

To help eliminate back scatter and diffuse 'hot spots' (too much light on a subject) the strobe power should be adjustable and the kit should include diffusers. Commercial diffusers are generally opaque plastic attachments that snap onto the strobe to mute the flash. Unfortunately, most are lost eventually and that's where the dryer sheets

and rubber bands come in. Used dryer sheets make excellent diffusers. Simply lay a sheet across the face of the strobe and secure with a rubber band.

How to protect the photo gear? Underwater photographers know not to enter the water from a boat holding their cameras. Instead, they have someone on the boat hand them their cameras once they are in the water. Next, they attach the housing to their BCs with a strong coil lanyard and descend slowly while checking for leaks.

As for transporting the kit, a hard case with foam inserts is the only safe way. Soft-sided luggage, back packs, and duffle bags do not provide protection from baggage handlers or taxi and bus drivers.

Wondering about costs? The choice of camera will set the cost basis; however, there are kits available starting at \$1,000 or less that will provide a new photographer wow photos to show friends and family. Do some research and next time we will cover the basics of shooting photos underwater. 

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





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# TALL SHIPS OF THE CARIBBEAN

BY ROSIE BURR

**W**e have all marveled at the majestic sight of a Tall Ship with acres of white canvas straining in the wind. But have you ever wondered what kind of ships they are, or what colorful history lies in their past?

Today 'Tall Ship' does not define a particular type of sailing vessel. The term was coined with the introduction of the tall-ship races in the 20th century and encompasses all large traditionally rigged sailing ships. In the old days a 'ship' was a sailing vessel with three or more masts with square sails on the first three masts. A fully rigged ship has square sails on every mast. A Barque (or Bark) has three masts or more with square sails on the first two masts and fore-and-aft sails on the mizzen or aft mast. A Barquentine has square sails on the foremast only and fore-and-aft sails on the remaining masts. A Brig is a two-masted ship with square sails on each mast, while a Brigantine is the same as a Brig, except it never carried the crossjack. Hermaphrodite brigs are also two-masted, square-rigged on the foremast and fore-and-aft rigged on the aftermost mast. Clippers and windjammers are other terms related to large sailing ships of the past.

There are many tall ships sailing the Caribbean today. Some arrive for the winter season then head back across the Atlantic or to the United States for the summer. Nearly all are available for sail training, charter or cruises. Some vessels are relatively new, while others have an interesting history. Here are some you may recognize.

## The Sail Training Ships

Sail training is not only for youths but also adults; it not only teaches the novice crew the basics like sail handling, deck scrubbing, helming, lookout, maintenance and galley duty but also about personal development, working as a team, camaraderie and breaking down barriers. The sense of achievement and adventure from being at sea is remarkable and many people – young and old – leave having had a rewarding experience. Some ships even offer school education programs.

The *Fredryck Chopin*, a Polish sail training ship named to honor the Polish composer, was born out of "the desire to show the young generation the romantic side of life at sea and to make them feel like ancient mariners discovering new lands." Classes afloat were introduced so young people could receive a school education whilst at the same time gaining the character building training of being at sea. Sadly, the ship lost both her masts in a storm off the Scilly Isles in 2010; luckily no one was hurt and both ship and crew were rescued and the ship fully repaired.

The three-masted barque *Picton Castle* offers deep water sail training and long distance education from two weeks to a year. The barque was refitted from a steel-hulled Cape Horner and is due to visit the Caribbean again in 2012.

Other tall ships that offer short-term sail training include the *TS Pelican of London* which will be visiting the Caribbean this winter. They offer programs for youths, gap

The *Stad Amsterdam* – the ultimate mix of sailing ship and business venture, seen here off the coast of Martinique

PHOTO: ROSIE BURR



Sails on the royal clipper are not computer controlled but controlled by skilled seaman using powered winches or horizontal and vertical power furling

PHOTO: SAM FRAMPTON







The Brigantine *Tres Hombres* is a working freighter without an engine

PHOTO: OCEANMEDIA



*Star Clipper*  
approaching port

PHOTO: ROSIE BURR



Luxury cruise ship  
*Sea Cloud II*

PHOTO: SAM FRAMPTON



# Tall Ships of the Caribbean



PHOTO: SAM FRAMPTON

Tenacious tied alongside



PHOTO: ROSIE BURR

The mast and yardarms on a tall ship are a magnificent sight

year students and adults. Voyages range from day sails to three month transatlantic expeditions.

The *Tenacious* and the *Lord Nelson*, both from the British Jubilee Sailing Trust, are the only ships designed and built for people with physical disabilities. *Tenacious*, launched in 2001, claims to be the largest wooden-hulled ship of her type built since the end of the 19th century.

The Brigantine *Tres Hombres* is an interesting ship. Launched in 2007 from the original hull of a 1943 German minesweeper, and without an engine, she is not only a sail training ship but a working freighter delivering cargo in an environmentally friendly way.

## The Cruise and Charter Tall Ships

Brig *Unicorn* can be seen in Rodney Bay, St Lucia. *Unicorn* started life in Finland in 1946 and became one of the fleet in the film *Pirates of the Caribbean*.

The Dutch-flagged, three-masted clipper *Stad Amsterdam*, built in the late 1990s and available for business events, luxury cruises and adventure sailing, was inspired by the clipper *The Amsterdam* built in 1854.

The awesome *Royal Clipper* is built in the image of the steel-hulled, five-masted *Preussen*, the only merchant ship of her class ever built. The *Preussen* sank eight years after entering service when the British cross-channel steamer *Brighton* accidentally rammed her in 1910. *Royal Clipper* now retains the title of being the largest five-masted fully-rigged ship since her predecessor. The ship has 42 sails

covering an area of 56000 sq ft; she has three swimming pools and is the ultimate in traditional luxury sailing. In the same clipper fleet are her four-masted sister ships, *Star Flyer* and *Star Clipper*.

Most interesting, though, is *Sea Cloud*. This four-masted barque was commissioned in 1931 as a luxury yacht by an American couple in Kiel, Germany. She was the largest private sailing yacht of her day. In 1942, the barque was enlisted into military service by the USA and had her masts and bowsprit removed. She was painted grey, fitted with guns and anti-submarine weapons and posted to the Azores and South Greenland as a weather ship known as *IX-99*. After the war she was sold and renamed many times until 1955 she came into the possession of the brutal head of the Dominican Republic, Hector Trujillo. Later, having changed hands again, she was left to sit in the tepid waters of Colon, Panama, for five years. Eventually she was bought by a group of German business men and restored back to her former glory. She now operates as a cruise ship for those with "a passion for luxury sailing." *Sea Cloud's* sister ship *Sea Cloud II* was launched in 2000; the large barque was built as a cruise ship but is sailed traditionally by hand.



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 Corbin*39.



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STORY AND PHOTOS BY CARYN B. DAVIS



A typical street in Old San Juan

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galleries and restaurants specializing in traditional Puerto Rican and Cuban cuisine.

Old San Juan was established by the Spanish in 1521. They built several fortresses and fortifications around the city to guard their treasure ships en route from the Americas to Spain, and to protect the island from invasion. It is



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The Governor's palace La Fortaleza

the second oldest city in the Americas and the only walled city in the Caribbean. It is actually a small island with the Atlantic Ocean to the north, and San Juan Bay to the south. It is accessible by boat, or by one of three bridges connecting it to the mainland.

There are a few marinas to choose from but don't expect quiet and quaint, though the amenities are great. San Juan Harbor is the fourth busiest in the Western Hemisphere and over four million people visit annually by cruise ship. It is not uncommon to be docked near large commercial or tourist vessels, high-rise hotels and other unsightly structures. The entrance to San Juan Harbor is wide and deep but can be treacherous to navigate in winter due to large swells instigated by the north wind.

The Cangrejos Yacht Club is located in a nice basin, but it borders the Luis Muñoz Marín Airport, which can be noisy. The San Juan Bay Marina is cheaper than most and near the entrance to the old city but it too has its own airstrip, the Isla Grande Airport. La Marina has a long boardwalk and is also near Old San Juan; it is big and modern although boaters can easily walk to shops and restaurants. Club Náutico de San Juan in San Juan metro is a private nautical sports club founded in 1930 that welcomes visitors. It is at the end of the San Antonio Channel, with tall buildings behind it. While these marinas are not too picturesque, Old San Juan makes up for it.

Old San Juan is easily accessible by rental car, bus or dedicated trolley. While strolling the streets be sure to visit El Morro, a six-level 16th century fortress with panoramic views of San Juan Bay; the San Cristóbal Fort – dubbed the Gibraltar of the West Indies; and La Fortaleza, a military facility that has been converted into the official residence of the Governor of Puerto Rico. (Both are UNESCO World Heritage Sites.)


There are also many old churches, each unique in its history and architecture: San Juan Cathedral (1521); Cristo Chapel (1753); and San José Church (1523). While walking around, visitors will find several plazas: Plaza de San José, Plaza de Armas, Plaza del Quinto Centenario, Plaza de Colón, each rich in history; and the contemporary Plaza de Hostos brimming with crafts by local artisans and snack stands selling shaved ice drenched in fruit syrup.

In addition to the shaved ice, be sure to sample some traditional Puerto Rican dishes, which are a combination of Spanish, African, Taíno, American and Indian cooking like fried plantains, cod fritters (bacalaitos), cornmeal fingers (surullitos), seafood or beef filled turnovers (empanadillas), fish soup, Créole style roasted meats, and of course beans and rice. For dessert try the flan or sweet-potato balls with coconut, cloves and cinnamon (nisperos



de batata). Coffee aficionados will appreciate finishing their meal with a very strong and flavorful cup of locally grown coffee. There are plenty of restaurants to choose from, and bars for listening to music or sipping Bacardi Rum, which has a factory open for tours.

If you wish to spend a night on land and want to bypass the typical hotel scene, try the Gallery Inn. This is a 300-year-old hacienda overlooking the sea that has been fully restored by artist Jan D'Esopo. Her sculptures and paintings cover every room, wall, corridor and courtyard. There are also other artists on site working in different disciplines whose studios welcome visitors. As you wander the interior rooms, gardens and outdoor seating areas, take note of the many exotic birds that share Jan's home.

Old San Juan, on the north coast of Puerto Rico, is a great destination in which to spend a day or week, and a good stopping off point before heading to other Caribbean islands. 

*Caryn B. Davis is a seasoned writer and photographer whose images and articles have appeared in over 60 publications. She is an avid boater and world traveler. [www.cbdphotography.com](http://www.cbdphotography.com).*

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# AWESOME ANGUILLA

## SAIL HARD, LIME EASY

REPORT BY DEBORAH VOS



PHOTO: OCEANMEDIA

Sir Robert Velazquez's Beneteau *L'Esperance* on her way to victory in Non-Spinnaker Class

**O**n a weekend of perfect sailing conditions *Team Coors Light* skippered by Sint Maarten's Frits Bus won top honors at the 9th Annual Anguilla Regatta sailed May 11th – 13th.

With clear skies and winds from 15-20kts, 17 boats in Spinnaker, Non-spinnaker and Multihull Classes enjoyed spectacular racing. This year's return of the A class Anguilla Sloops on Sunday completed a perfect three days of competition.

Dashing to make the first race on Friday, *Kick 'em Jenny*, a Beneteau 36.7 skippered by Ian Hope-Ross, suffered an engine loss on the way from St. Maarten and arrived late. Despite the problems *Kick 'em Jenny* managed to start with the rest of the spinnaker class boats and sailed to a third place finish.

On Saturday, the boats sailed four races over a shortened triangle course laid out between the mouth of Road Bay and Sandy Island.

Fierce competition on the start line saw spectacular helming from all classes. Fighting for positions, the Jeanneau Select, *Bel Aurora*, skippered by Roger Petit of St.



PHOTO: OCEANMEDIA

*Team Coors Light* – winners of the Fred Randall Memorial Trophy

Martin, kissed the transom of the Committee Boat and made of with some paint.

In multihull class, Robbie Ferron's *Katzenellenbogen* dominated with four bullets, having fought a ferocious battle with Erick Clement's *Dauphin Telecom*, and Petro Jonker's *Quality Time*.

In Spinnaker Class, Raymond Magras' *Speedy Nemo* stole the first race from *Team Coors Light*, finishing one second ahead on corrected time.





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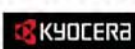
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In Non-Spinnaker Class, Colin Percy's *Nonsuch*, *Antares*, claimed the first win of the day, but finished no higher than fifth in the next three races. Ben Jelic's Custom J 120 *Jaguar Island Water World*, crewed by students from the Anguilla Youth Sailing School, finished last in race one. However, under Jelic's tutelage, they rapidly improved to finish 3rd, 2nd and 4th in the next three races respectively. Pushing Jelic's team of youngsters was Sir Robert Velazquez's Beneteau, *L'Esperance*, the eventual overall class winner, and Nico Corlever's 61ft X-Yacht, *Nix*.

A thrilling start to Sunday's multihull race saw *Dauphin Telecom*, *Quality Time* and *Katzenellenbogen* fighting it out on the line. Ferron found a sliver of space and slipped through with a clear start. The other multihulls crossed the line early, their failed strategy resulting in a resounding win for *Katzenellenbogen*.

The last race saw the regatta's most spectacular start, that of Richard West's Alden schooner *Charm III* in Non-spinnaker Class. Had the boats to leeward known more about handling a 20-ton schooner under full sail in tight spaces, they might have given *Charm III* more room. Facing a narrowing gap, West held his nerve and made a brilliant start, scraping by the committee boat with only inches to spare.

Sunday afternoon featured Anguilla A Class boat racing. Starlin Rosario, doing double duty on *Charm III*, needed to quickly get aboard the local boat, *Satellite*. In a fantastic dive from the schooners deck, while *Satellite* sailed by at 8kts, Rosario grabbed a line hung from *Satellite*'s stern and was dragged through the water for 50 yards before being hauled aboard.

At Sunday's awards ceremony, Donald Curtis, President of the Anguilla Sailing Association, praised the sportsmanship of the competitors.

"While *Coors Light* may have won the top prizes the real winners were the students of the Anguilla Youth Sailing School. This year, seventeen students were invited to crew for all three days of racing. The students not only got to see first-hand how it felt to sail on yachts that have competed all over the Caribbean but the funds raised by the regatta will be used to make sure that the sailing school survives and grows as it continues in its mission to teach sailing to the next generation of Anguillians," Curtis said.

This year a new trophy was created in memory of former Anguilla Sailing Association Board Member, Fred Randall, who passed away a month before the regatta. The Fred Randall Trophy will be awarded annually for the best overall performance by a single boat in the regatta. Frits Bus of *Team Coors Light* graciously accepted this top honor in addition to his win in Spinnaker Class.

For info and full results, visit: [www.anguillaregatta.com](http://www.anguillaregatta.com)

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*Budget Marine Gill in action during the 8th Captain Oliver's Regatta – Heineken Regatta Director Michele Korteweg joined the crew, her first experience racing a Melges 24*



# CAPTAIN OLIVER'S REGATTA

## BUDGET MARINE GILL STORM TO VICTORY

BY ROBERT LUCKOCK

PHOTO: NATALY DANNENBERG

The in-form Melges 24 *Budget Marine Gill* received the accolade of Most Worthy Boat at the 8th Annual Captain Oliver's Regatta, presented by Coors Light and held May 18th-20th, after dominating Racing Monohull Class on Saturday and Sunday.

No wonder Chris Marshall wore a grin as broad as a Cheshire cat's. The local Budget Marine general manager was at the helm of the Melges, trading places with usual skipper Andrea Scarabelli. And winning class tasted that much sweeter with Budget's name engraved on the Captain Oliver's Memorial Trophy for the first time.

The late Captain's (Olivier Lange) wish for a regatta brimming with 'joie de vivre', great sailing, and great parties, lived up to the hype as usual. Blessed with a weekend of brisk 15-20 knot south easterly to easterly winds and steep swells, 22 boats in five categories contested two days of challenging racing beginning with the counterclockwise around-the-island race on Saturday.

Sunday saw two courses set in the St. Barths channel with boats rounding Pelican Rock, Molly Beday, Table Rock, and Tintamarre Island. Racing classes followed the longer course and Cruising classes the shorter one.

The expected duel between the two Melges, *Budget Marine Gill* and Frits Bus's *Team Coors Light*, failed to ig-



The crew from *Little Poe* who are all SBO Maritime Assistant students received special prizes from the Coors Light girls for their outstanding effort in finishing fourth in Cruising Monohulls, from left: Joey Brooks, Obrien Matlida, and Justin Linzey

PHOTO: NATALY DANNENBERG

nite after the latter suffered broken rudder bolts 20 minutes into Saturday's race and had to be towed back to port by sea rescue services.

*Coors Light* returned to the fray on Sunday to finish third and fifth overall in Racing Monohulls but the mishap put them out of contention. Bobby Velasquez's *L'Esperance*,

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last year's Most Worthy Boat, brushed aside a mistake in Saturday's race to take second overall in class followed by Raphael Magras's X34 *Maelia*.

Elsewhere, close rivalry focused on Garth Steyn's Catalina 36 *Moondance* and Colin Percy's Nonsuch 33 *Antares* in Cruising Class Monohulls, ultimately won on a tiebreaker by Percy after both scored a win apiece. Gordon Robb's Charger 33 *Caribella* did well to take third place overall with an inexperienced crew.

Three high school students crewing on *Little Poe*, who are following the SBO Maritime Assistant Training program, received special recognition and prizes for showing great enthusiasm for sailing and an impressive attitude.

"These young guys have a tough attitude and they really went for it this weekend. I'm really proud of them," remarked their skipper and course instructor Rien Korteknie.

Racing Multihulls was won by Petro Jonker's Du Toit 51 *Quality Time* with Pat Turner's plywood Newick designed *Tryst* finishing second overall. The 40ft trimaran *Dauphin Telecom* retired on Sunday with sail problems.

Turner was nursing two broken heel bones after falling off a ladder but admitted that fortunately he didn't have to move sitting at the helm. "*Tryst*, the oldest wooden racing trimaran in the world, was doing 17 knots and catching the fleet. I'm surprised the 44-year-old girl can still get on to a plane like that. We had such a good sail," he enthused.

Luc Scheulen's Norman Cross 34 *Green Flash* took overall honors in Cruising Multihulls, March Sillem's Dean 44 *Two Pigeons* was second, and Robbie Ferron's Lagoon 410 *Katzenellenbogen*, finished third.

The 1-Design Class (formerly Corporate Class) was won by Appie Stoutenbeek on the Sun Odyssey 36 *Team Lagoon Marina*.

As an addition to the program, six young Optimist sailors competed against each other in six races held in the Oyster Pond Lagoon on Saturday afternoon. The youngsters displayed great skills for an enthusiastic audience. First place went to Leonardo Knol with Nathan Smith in second place and Luke Bacon third. Volvic Water, Island Water World and Budget Marine sponsored the event.

The regatta was organized by Technical Director Stuart Knaggs, Coordinator Rikke Speetjens, and Mary Wrigley, with the support of numerous sponsors. Peter Mazereeuw was Race Officer. The delectable Coors Light Girls assisted at the awards ceremony.

*Robert Luckock is a British journalist and freelance writer residing in St. Maarten. 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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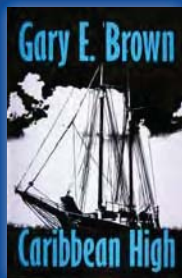
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# OCEAN RACING

## CERCLE VERT WINS 2012 TRANSAT AG2R-LA MONDIALE

BY ELLEN LAMPERT-GRÉAUX  
PHOTOS BY ROSEMOND GRÉAUX



French sailors Charlie Dalin (left) and Gildas Morvan, winners of the 2012 Transat ag2r



After 22 days, 8 hours, and 55 minutes at sea, Gildas Morvan and Charlie Dalin, the duo of sailors aboard *Cercle Vert*, were the first to cross the finish line in the 11th edition of the Transat ag2r La Mondiale, arriving in Saint Barthélemy at 3:55pm on Sunday May 13 2012. Morvan and Vert finally won this event, after seven unsuccessful attempts.

"The arrival in Saint Barth is always a special experience for us, especially when it's on a Sunday. And when you are the winners, it's even more magical," says Morvan. Dalin, on the other hand, tasted victory at the first attempt. At the head of the fleet since May 3 (the race set sail from Concarneau, France, on April 21) *Cercle Vert* certainly earned their win, with Erwan Tabarly and Eric Péron, the early leaders aboard *Nacarat*, finishing second at 5:10pm.

But the real show that sunny Sunday afternoon was put on by the team of Jeanne Grégoire and Gérald Veniard, aboard *Banque Populaire*. They eventually finished third, but just 96 seconds ahead of Paul Meilhat and Fabien Delahaye, aboard *Skipper Macif*, after a close chase into the port.

After 7,000 miles across the Atlantic Ocean, with the route a bit more circuitous than usual due to a major weather system that had to be avoided mid-Atlantic, 12 of the 16 boats in the race finished within a period of six hours. This means that the arrival rate for 75% of the fleet was one boat

every 30 minutes: a rhythm never before seen in the ag2r. The local population was out on the water and the docks to welcome the boats home. And the crowds were out in force to welcome the last boat, *Hotel Emeraude Plage Saint Barthélemy*, with sailors Louis-Maurice Tannyères and Joanna Tannyères, both in the race for the first time. They arrived two days after the winners and most of the competing yachts, along with a fleet of local boats, went out to give them a big Saint Barth's welcome.

Founded 20 years ago, the ag2r takes place every two years with teams of two sailors competing on identical 33ft Figaro Bénéteau II sailboats. The race is a challenge of man against the sea. Drinking water and food are carefully rationed and must last almost a month in a race where outside assistance is forbidden. The ag2r-La Mondiale represents the close of the regatta season in Saint Barth, and after such events as The Bucket, Les Voiles, and the West Indies Regatta, it is safe to say that the little Port of Gustavia is one of the busiest in the Caribbean.



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

# WEST INDIES REGATTA

WET BUT NOT WINDY

STORY BY ELLEN LAMPERT-GRÉAUX  
PHOTOS BY ROSEMOND GRÉAUX



**D**ubbed the 'Wet Indies Regatta' by organizer Alexis Andrews after lots of rain, the 2012 West Indies Regatta suffered not only from cloudy skies but also from a lack of wind, resulting in no real racing over the weekend of May 4th-6th, at the 4th annual edition of this event in Saint Barth.

A highlight of the weekend was the participation of *Scaramouche* (referred to as 'The Queen of the West Indies Regatta'), a traditional 72ft schooner built in 1969. The last of its kind, *Scaramouche* is based in The Grenadines where she works as a day charter boat under the watchful eye of Captain Martin Jeannett, who has owned the schooner since the 70s. "It is the last of the genuine Carriacou schooners," he confirms, "a real museum piece."

Lack of wind didn't dampen the spirits of the captains and crew of the wonderful wooden sailboats that came to the island for the regatta. The real stars of the show are the boats themselves as much as the actual racing, as the event is intended to promote traditional boatbuilding skills in the Caribbean, and generate interest in keeping the spirit of wooden boats alive. To further his cause, Andrews is working on a documentary film entitled *Vanishing Sails*, and

showed the trailer on the dock on Saturday evening. (You can find the clip on YouTube.)

In the spirit of fun and camaraderie, Andrews distributed the prizes anyway; with gifts from Kokon and Black Swan as well as mermaids by artist David Wegman. Other sponsors include Maya's, Bete A Z'Ailes, La Plage, ALMA, LouLou and Jenny Magras, UNESCO, and the Port of Gustavia.

Winners included the sloop *Tradition*, for participating every year; *Alexander Hamilton*, for using its new sails in spite of no wind; *Savvy*, for the best and cleanest t-shirts; *Summer Cloud*, for trying hardest as they have no motor; and *Ocean Nomad*, for competitive spirit. Nils Dufau, representing the Collectivity of Saint Barthélemy, said he is already looking forward to seeing these traditional West Indies sailboats return to Saint Barth next year!

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

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



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# MOUNT GAY RUM BARBADOS REGATTA

HEAVY WINDS AND HARD SAILING

BY CAROL M. BAREUTHER

PHOTO: PETER MARSHALL



*Happy Morning* – winner of Cruising Class A

**B**ig winds and seas created challenging conditions for the 37 boats and 300 sailors competing in the Mount Gay Rum Barbados Regatta, hosted May 18th - 20th out of Carlisle Bay by the Barbados Sailing Association. There was, however, some very close and exciting racing especially in the Racing and Cruising A Classes.

Legendary *Legacy*, a Soverel 43, owned by Trinidad & Tobago's Reginald Williams won a tie-breaker after five races to champion the Racing Class over Barbados' Peter Lewis on his J/105, *Whistler*.

Teamwork was the reason for *Legacy's* success, says Williams. "Our team of 15 immediate family and friends (including Bajan team members) were wonderful to work with in the conditions. When some became spent from grinding, others stepped up to support them. From the start we had

Not all the boats made it through the first day unscathed



PHOTO: PETER MARSHALL

a 50-plus year difference between our youngest and most senior crew member. When asked how he was doing, half-way on the first day? Our youngest crew, Elijah replied, 'I couldn't be happier right now', and that about summed it






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up for all of us. The race was won on preparation, tactics, a good crew and a bit of luck."

In the Cruising A Class, only one point separated the three top boats: *Happy Morning*, *Ribbit* and *Jaystar*. In the end, it was St. Lucia's David Onyons' Sigma 36, *Happy Morning*, which took the lead by one point.

"The first day we were overpowered upwind, and probably underpowered downwind," explains Onyons, who sailed to the Caribbean on the 2010 ARC. "The second day, we knew we had to do something different, so elected to sail with the full main and see what happened. We had a great day and really stepped it up a gear, including a neat 360 pivot on the start line to gain a port start flyer. The final day, we gained a Mount Gay girl, Ashley, and her friend Tiffany, so we finally had some weight on the rail and a now full complement of eight. We started with a pin end, port tack flyer over the rest of the fleet who were on starboard. We lead for 20 minutes until *Ribbit* overhauled us, but we still sailed a great race to finish over three minutes ahead of her on corrected time and take the overall first place. That was in spite of the headsail shredding on the final beat!"

The J/24 one-design class was the largest of the regatta with an impressive 16 boats on the line. Barbados' Bruce Bayley, aboard his *Fully Covered*, handily won with four first place bullets in six races with a victorious combination of boat speed and tactics.

"The J24 class is very competitive here and the standard quite high," tells Bayley. "After day two, we were dead-even with *Hawkeye* for first and expected to have a tough fight to the end. Fortunately I have had quite a bit of experience sailing in heavy air and I think it is fair to say that my technique in those conditions was better than my competitors. We had almost flawless crew work over the three day event and our success was directly as a result of us pulling together as a team and not making any mistakes."

Finally, it was Barbados' John Hanschell, aboard is Bene-teau 50, *Vagabond*, who won the Cruising B Class.

"The racing was exhilarating," Hanschell says. "The courses involved the usual beat to windward and included parts of the south coast and west coast with some very fast reaches where we recorded 11 knots boat speed on our GPS at one point. In addition to the sailing, I really enjoyed the camaraderie in our class. We actually have three Bene-teau 50s. We will definitely be back next year!"

For full results, visit: [sailbarbados.com](http://sailbarbados.com)

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



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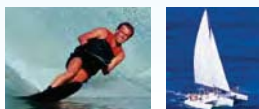
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# OLYMPIC PROFILE:

## TRINIDAD & TOBAGO'S ANDREW LEWIS

BY CAROL M. BAREUTHER

**F**rom Optimists to the Olympics, Andrew Lewis is on his way to Weymouth to represent Trinidad & Tobago in the 2012 Summer Olympics in the Laser class.

Lewis, now age 22, started his sailing and racing career in an Optimist dinghy.

"Growing up in a sailing family, I was always in contact with the sport and the environment," he says. "In 2003, as a young 14-year-old sailor, I had a dream to represent my country at the Olympics. In 2006, my coach told me that I had the potential to compete in the Beijing Olympics in 2008. I have always been competitive. I like testing myself and surpassing expectations. I have never stopped working towards my goal of qualifying for the Olympics and now I have achieved it."

The Laser was a natural progression from the Optimist for Lewis. It's also a class where he's shown great aptitude. Early on, he finished an impressive 2nd at the 2007 Qingdao Sailing Test event for the Beijing Olympics. He also won two Caribbean and Central American Games (CAC) regattas, made Gold Fleet in the Olympic Class Regatta in Miami, qualified for the Pan American Games and finished in the Gold Fleet at the 2011 Laser Europeans in Finland, Sail Melbourne and the ISAF World Cup in Palma, Spain.

Lewis missed qualifying for the Olympics by seven places at the 2011 ISAF Sailing World Championships in Perth. He had a second opportunity at the Audi World Laser Championships in Germany, where 29 countries competed for 12 spots. Lewis was able to secure one of the 12 spots and thus qualify for London.

"In competitions leading up to the Championship in May, I would gauge to see where I was amongst the 12," Lewis explains. "In Germany, my goal was to make the Gold Fleet, which would have ensured my qualification. I started in the worst possible way with two black flag disqualifications in my first two races. I knew it was uphill from there, but I remained focused. At the end of the preliminary stage, I did not make



Andrew Lewis sailing Lasers

the Gold Fleet, so had to compete in the Silver Fleet. There were six spots available, and 12 countries competing for them. I fancied my chances but knew I still had to execute. At one point, I slipped out of the top six, but motivated myself to get back into the qualification zone. And I made it."

Lewis headed back to Trinidad & Tobago in May to work on his strength and conditioning training. He left at the end of the month for Weymouth to train in Olympic waters, competed in a couple of regattas on the European circuit and then began his Olympic preparation at the end of June.

"To compete in the Olympics is a realization of a childhood dream," Lewis says. "It represents the idea that hard work, dedication, sacrifice and sheer will power can help anyone achieve their goals. I am honored for the opportunity to represent my country on the highest stage and am eager to do it and our citizens proud by my performances."

What does Lewis recommend to other young Caribbean sailors who would like to follow in his wake?

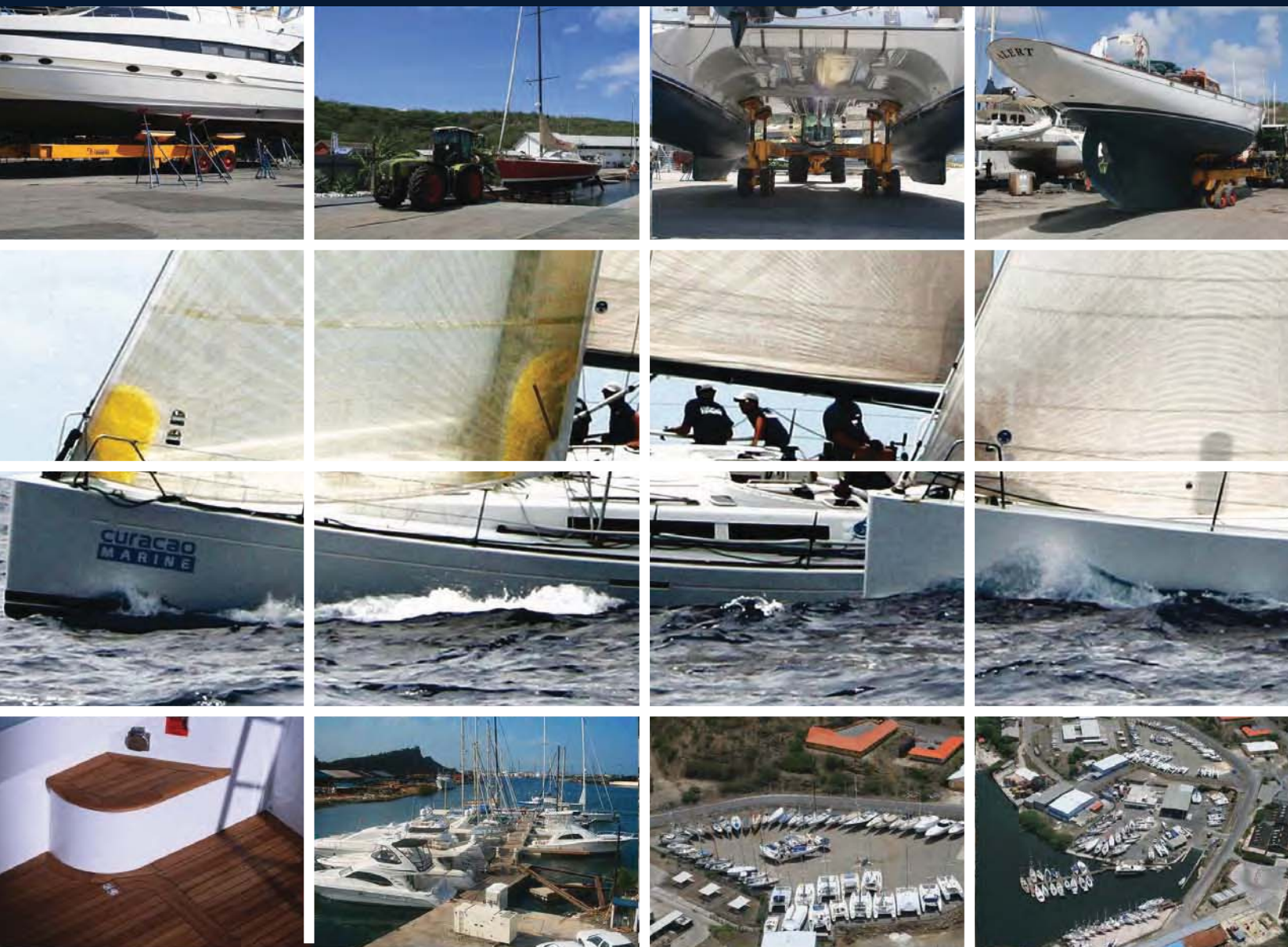
"Work hard and always believe in yourself and your ability," Lewis says. "Not everyone is going to support you. It will be difficult and you will be faced with many challenges. You have to stay focused and patient. Never lose sight of your goals and one day you will attain them. Do your best!"

---

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



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



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

#### OUTSIDE OF CARIBBEAN:

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

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

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**Tortola** – Nanny Cay Marina – 70 BFM  
**Tortola** – Tortola Yacht Services – 70 BFM – 75 BFM11  
**Trinidad** – Crews Inn – 200 BFM  
**Trinidad** – Industrial Marine Service – 70 BFM  
**Trinidad** – Peake Yacht Services – 150 AMO

**Pending**  
**British Virgin Islands** – Virgin Gorda Yacht Harbour – 70 BFM  
**Puerto Rico** – Ponce Yacht Club – 70 BFM



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**St. Barths.** This superb villa has five king-size bedrooms, each with en suite bathrooms, private terraces and home cinema systems. There's a Jacuzzi and cocktail bar in the villa's center, while outside boasts a stunning curved swimming pool and decked terraces overlooking the beach. A spacious living area and fully equipped kitchen make this villa the ultimate in luxury living. This property sits on a plot of 0.813 acres, which includes a 2BR, 2BA guest house with lovely living room and American-style kitchen. Price: \$40,900,000

**APRIL NEWLAND, April Newland Real Estate**

**anewland2@gmail.com**

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**THOMAS LIEPMAN, Christophe Harbour Real Estate**

**info@ChristopheHarbour.com**

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**1985 Nonsuch. 36.**  
Ready to go.  
Some varnishing needed.  
**\$65K**



**NAUTA 70**  
Glorious machine in  
impeccable condition



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



**1977 CSY 44.** has to  
be seen to be believed.  
Immaculate bullet proof  
liveboard cruiser **OFFERS**



**Macgregor 65.**  
Awesome machine...  
best condition ever  
**\$175K offers.**



**Dudley Dix \$99K Steel**  
Twin headsail Sloop. Blue  
water liveboard. Fast!!



**1990 72 ft Aluminium ketch.**  
World girdler.  
Circumnavigation ready.  
**\$700K offers.**



**1988 Barena Sea trader.**  
Steel. Great condition.  
Sail away  
**OFFERS!**



**1992 Beneteau 41,5 First.**  
Excellent condition. Fast  
and Furious!



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



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



**Reinke 16 M Bilge Keeler.**  
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Clean Survey **\$269K**



**Jeanneau 44 SUN MAGIC**  
owners version.  
Needs cosmetics.  
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**1998 Hunter legend 40.5**  
Excellent condition clean  
and upgraded. **\$99K**



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



**1990 Carver 42.**  
Immaculate.  
**\$150K offers!**



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



**1987 Telstar Hans**  
Christian. Magnificent .  
Blue water ready with all  
the new extras. **\$149K**



**2008 Island Spirit 40**  
owners version.  
Full cruising compliment.  
Immaculate!! **\$325K**



**1981 43 ft Endeavour**  
Ketch Excellent blue  
water liveboard.  
**\$89K OFFERS**



**48 Ft Alliaura Privi**  
Transcat POWERCAT.  
Twin Yanmars Bullet  
proof, Liveboard **\$325K**



**2001 Lagoon 410.**  
New engines, Recent rig.  
All new electronics.  
Clean **\$225K Offers.**



**SAGA 35.**  
Clean with plenty live-  
board upgrades.  
**Offers!**



**1991 Tayana 47.**  
Excellent deal!! **\$155K**



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



**1987 Finn Gulf 39**  
Fully loaded  
**\$74K Offers!**



**1990 CS 40. Pristine Blue**  
water passagemaker ready  
to go. Canadian Vat paid  
**\$120K Offers!!**



**2006 Sovereign Rob**  
Humphries design 40 ft  
Awesome pedigree!



**2006 Leopard 40, four cabin.**  
Just phased out the fleet.  
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**Formosa 68. Awesome**  
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ter vessel. **\$345K. Price**  
Gutted. Owner retiring.



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In weekly use.  
Lying Belize. **\$249K**  
**OFFERS**



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owner since new. **Offers!**



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"Never Say Never"  
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Asking \$289,000

2006 OCEANIS 473



"Mad Dog II"  
4 Cabins / 3 Heads  
Located Tortola, BVI  
Asking \$139,000

2007 LEOPARD 46



"Surprise"  
4 Cabins / 4 Heads  
Located Tortola, BVI  
Asking \$385,000

2003 BAHIA 46



"Bigorneau"  
4 Cabin / 4 Heads  
Located St. Martin, FWI  
Asking \$219,000

2007 LEOPARD 43



"Panache V"  
4 Cabins / 4 Heads  
Located La Paz, Mexico  
Asking \$275,000

2006 CYCLADES 43



"Ben's Inspiration"  
3 Cabins / 3 Heads  
Located Tortola, BVI  
Asking \$115,000

2006 LAGOON 410



"Annie K"  
4 Cabins / 4 Heads  
Located Tortola, BVI  
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2006 LEOPARD 40



"A Stray Shower"  
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Asking \$240,000

2007 CYCLADES 39



"Mary Morgan II"  
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Asking \$99,000

2004 LAGOON 380



"Holly Molly"  
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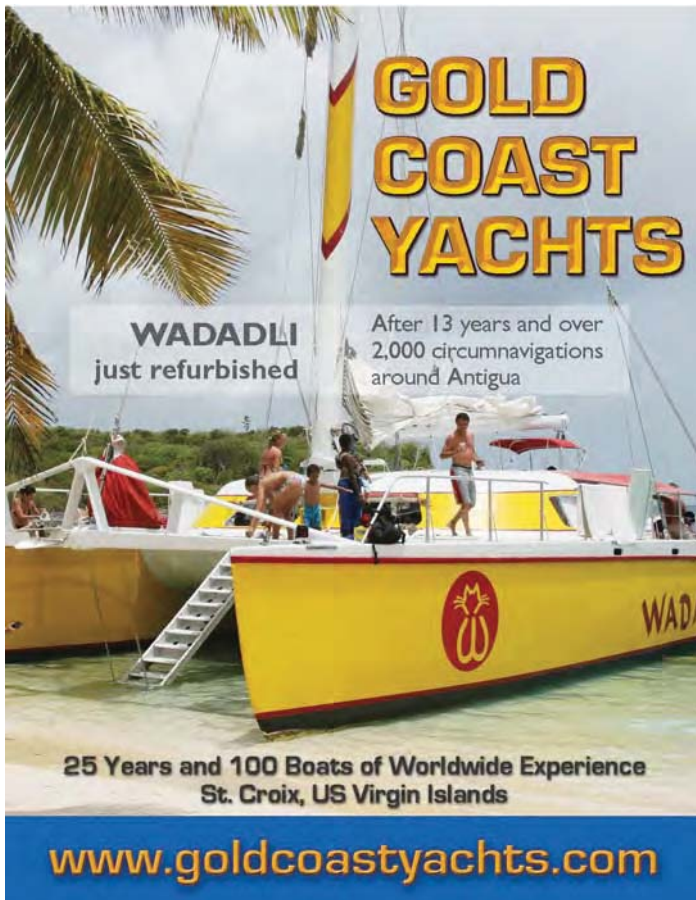
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### Sailboats

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34'	1978 Steel Sloop (ROB)	.....US\$30,000
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42'	1979 Pearson	.....US\$88,500
42'	1983 Panoceanic	.....US\$89,000

42'	1986 Endeavour	.....US\$98,000
43'	1985 Gitana	.....US\$115,000
44'	1990 Jeanneau Sun Magic	.....US\$85,000
45'	1998 Peterson cutter	.....US\$189,999
45'	1999 Passport a/c 44	.....US\$365,000
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35 Compac, 2004  
One owner, furling mainsail  
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46 Sea Ray 460 Sundancer, 2001  
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37 Fountaine Pajot Power Cat, 2002  
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34 Mainship Pilot, 2002  
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Excellent condition, new bottom paint \$99,000



29 Twin Vee Ocean Cat, 2007  
Twin 2009 Suzuki 225 hp/ 4-strokes  
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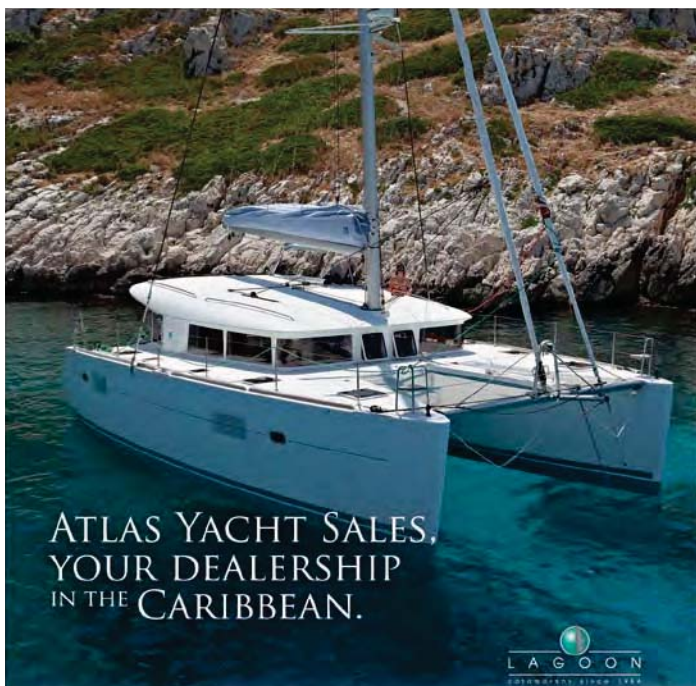
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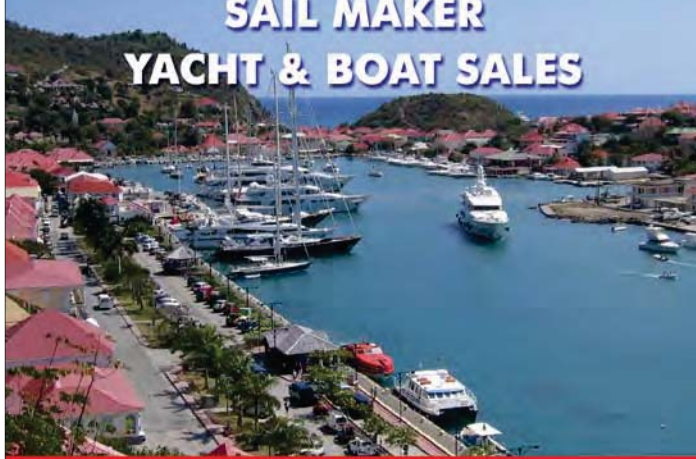


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## THE DISH

### SIMPLE SALADS FOR SUMMER

BY CAP'N JAN ROBINSON

#### AVOCADO, MANGO, AND SHRIMP SALAD

Prep time: 15 minutes. Chilling time: up to one hour. Serves: 6

<b>2 tbs grape seed or vegetable oil</b>	<b>2/3 cup finely chopped cilantro</b>
<b>1/4 cup fresh lime juice</b>	<b>1 tbs minced fresh hot red or green chili (or 1/2tsp. dried red chili flakes)</b>
<b>1 tbs sugar</b>	<b>1lb (51/60 per lb) shrimp, cooked and peeled</b>
<b>2 large firm-ripe mangoes (about 1 lb each)</b>	
<b>2 medium firm-ripe avocados (1/2lb each)</b>	
<b>2/3 cup thinly sliced green onion</b>	

In a large bowl, whisk together oil, lime juice, and sugar until sugar dissolves. Dice mangoes and avocados into 3/4in cubes; add to bowl. Add green onion, cilantro, chili, and shrimp. Mix gently. Serve or cover and chill for up to 1 hour.

#### FESTIVE CHICKEN SALAD

Prep time: 15 minutes

Chilling time: At least one hour. Serves: 6

<b>1 (8oz) pkg cream cheese, softened</b>	<b>2/3 cup orange-flavored sweetened dried cranberries</b>
<b>1 cup mayonnaise</b>	<b>1 cup chopped roasted, salted almonds</b>
<b>2 tsp curry powder</b>	<b>Garnishes: fresh herbs, blackberries, raspberries, sliced peaches</b>
<b>1/2 tsp salt</b>	
<b>6 cups chopped cooked chicken</b>	
<b>1 (8oz) can crushed pineapple</b>	

In a large bowl, mix together cream cheese mayonnaise, curry powder and salt; stir in chicken, pineapple, and cranberries, until just blended.

*Note: To make a special presentation; spoon mixture into a plastic wrap-lined 8-inch round cake pan; cover and chill at least 8 hours or up to 24 hours. Invert chicken salad onto a cake stand, and remove plastic wrap. Gently press chopped almonds onto sides of chicken salad and garnish with fresh berries.*

#### SHAVED VEGETABLE SALAD

Prep time: 15 minutes. Cooking time: 90

Chilling time: At least one hour. Serves: 4

<b>1 carrot</b>	<b>1/2 fennel bulb</b>
<b>1 radish</b>	<b>1 medium red beet</b>
<b>4 pieces medium asparagus</b>	<b>1/2 cup rice wine vinegar</b>
<b>Handful of Arugula</b>	<b>1-1/2 cups vegetable oil</b>
<b>4 chives</b>	<b>Salt and pepper</b>
<b>1/2 English cucumber</b>	

Using a mandolin, shave vegetables paper thin. Store in ice water.



Shaved Vegetable Salad by Chef Thomas Francque of *M/Y Passion* winner in the MYBA Chef Competition, St. Maarten 2009; 3rd in the Charter Yacht show in Antigua in 2010, 2011 and 2012.

Put beet in small pan and add a little water, cover tightly with tinfoil. Roast beet in oven for 90 minutes or until tender. Cool and peel beet and puree with stick blender with rice wine vinegar vegetable oil. Season with salt and pepper

Using back of a ladle make a round pool of beet vinaigrette. Toss vegetables and arugula in some vinaigrette and arrange on the plate. Garnish with chive.

#### WILD RICE SALAD

Prep time: 15 minutes. Cooking time: 50 minutes

Chilling time: up to one hour. Serves: 8

<b>1 cup long grain rice</b>	<b>1/2 cup pine nuts</b>
<b>1 cup wild rice</b>	<b>3/4 cup dried cranberries</b>
<b>4 cups chicken broth</b>	<b>1/4 cup olive oil</b>
<b>4 stalks celery, sliced</b>	<b>2 tbs red wine vinegar</b>
<b>8 green onions, sliced</b>	<b>1 tsp sugar</b>
<b>2 cups thawed frozen peas</b>	<b>2 tbs dark sesame oil</b>

In a medium sized saucepan put the chicken broth. Add rice and wild rice, bring to a boil, reduce heat to low, cover. Let cook for 40 minutes. Remove from heat. Cool completely. Heat a small skillet on medium high heat. Add the pine nuts. Cook, stirring frequently, until lightly toasted. Remove pine nuts from pan and let cool. Whisk together the olive oil, red wine vinegar, sugar, and sesame oil.

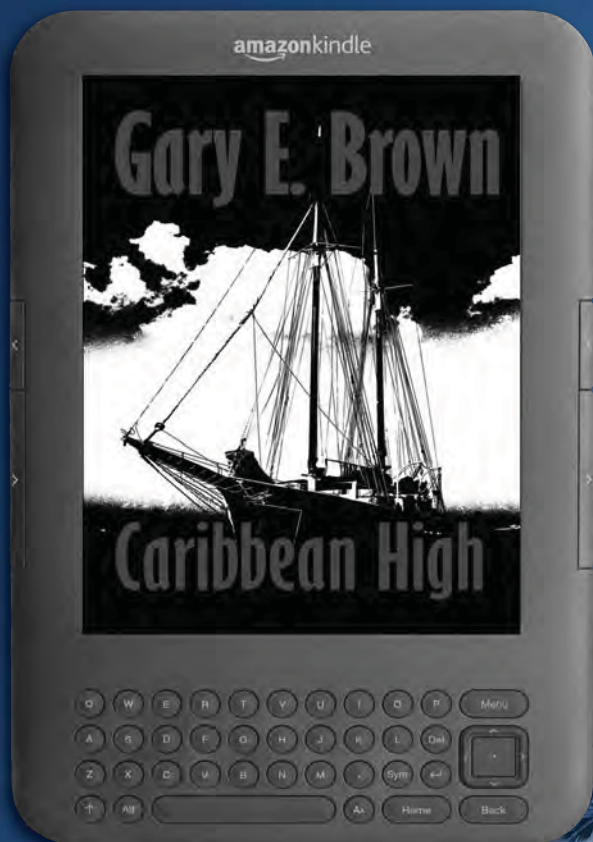
In a large bowl gently mix together the cooled cooked rice, chopped celery, green onions, peas, dried cranberries, pine nuts, and dressing.

Chill completely before serving. Serves 8-10



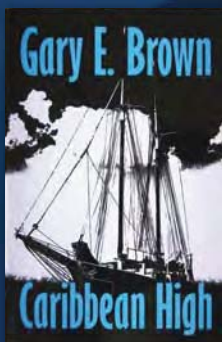
Capt. Jan Robinson's *Ship to Shore Cookbook Collection* is available at your local marine or bookstore. Visit [www.ship-to-shoreINC.com](http://www.ship-to-shoreINC.com) email [CapJan@aol.com](mailto:CapJan@aol.com) Tel: 704-277-6521. Don't miss Jan's latest book: *DINING ON DECK*





# Caribbean High

A Novel by Gary E. Brown



☼ When it comes to sailing inkslingers, Gary E. Brown is among the best. He's the voice of experience, and he's got the bar room bruises and ocean miles to prove it. Want a peek at the underbelly of paradise? Here it is. *Caribbean High* is an exciting, thrill-a-page waterfront yarn. – *Cap'n Fatty Goodlander, Editor-at-Large of Cruising World, and author of Chasing the Horizon & Red Sea Run.*

☼ It is as if James Bond becomes a Sea Gypsy and retires to the Caribbean! Packed with humorous ribald partying, a wide assortment of corruption and evil, strong and lasting friendships with love lost, and a frightening tropical storm, Gary Brown's novel is a perfect way to dig your feet into the sand, fill a bucket with cold beers, and read. Or position your favorite reading chair near the fireplace wherever you live, and dream of the Caribbean. – *B.D. Anderson, author of Wet Feet and Island Ice.*

☼ Picked your book up the other day and now I can't put it down. Fabulous read! – *Steve Hammond, Manager of St. Maarten 12MeterChallenge.*

☼ **Caribbean High Gets High Marks!** *Caribbean High* is an excellent fast-paced, intricately detailed adventure story with twists and turns throughout. The writing is smooth and logical with NO slow spots – you've got to be on top of your game to keep up. TRUST THIS REVIEW... the 'Modern Action Novel' that follows in the wake of Ian Fleming has brought great writers and even greater protagonist/hero's such as Clive Cussler's Dirk Pitt, Ted Bell's Alexander Hawke, Richard Marcinko's Rogue Warrior, W.E.B. Griffin's Presidential Agent and of course Jack Higgins' Sean Dillon. If you enjoy any of these writers, you will definitely love *Caribbean High*. The author Gary Brown is in fact a sailor who lives in the Caribbean and clearly had his share of experiences—which make this book rich with real life detail. If art imitates life, then Gary Brown has laid the blueprint with *Caribbean High*. Give it a try, I promise you will not be disappointed! – *Charles Southwold*

☼ It's the kind of a book that puts you there immediately. By the first paragraph, you are already lost in this other world, a very familiar world if you are a sailor, but even if you're not, you know you're coming along for the ride. And quite a ride it is! – *Lisa Burnet, for the St. Maarten Daily Herald Culture and Leisure supplement, The Weekender*

**Caribbean High can be found at Budget Marine Stores throughout the Caribbean. Caribbean High is available in paperback or as an eBook for Kindle or iPad from Amazon.com or Amazon.co.uk For more news and information about Caribbean High, visit the author's website: <http://garyebrown.net>**





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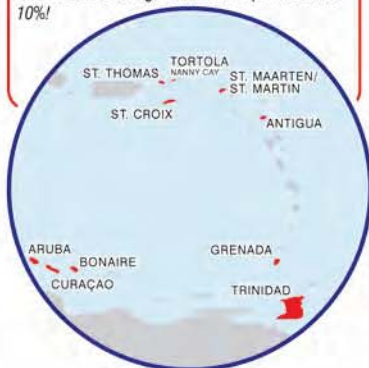
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