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# DIP, DIP AND AWAY...

I was enthralled by the traditions of the sea long before I ever set foot on a boat. As a kid, and on being asked what I wanted for Christmas or a birthday, I would always ask for books about ships and the sea. And I usually got them.

I was very ill as a child and missed a lot of school. During those long absences from the class room, I put together old hand-me-down jigsaw puzzles, over and over again – wooden puzzles and cardboard puzzles, with thousands of pieces. I wouldn't do puzzles of pretty flowers or horses, they had to be of ships and boats or they remained in the box.

By the time I was ten, I knew so much about sailing ships, freighters, colliers and liners that my friends teased me and even their parents said I was weird. It was no good asking me to join in a game of pirates, I was a pirate!

When I finally went to sea, I was keen to put my love of tradition to practical use and was shocked to find how much of our seafaring tradition had been lost. Yachtsmen prided themselves on maintaining those traditions well into the 1960s and I was a little too late. You couldn't blame my fellow crewmen for not appreciating the noise I produced singing sea shanties while accompanying myself on the squeezebox. But in turn, I was equally horrified by their inability to tie a sheepshank, turn out a handsome star knot or scull a boat with one oar.

As I grew older and sailed more, so my love of tradition faded and almost went out.

Then came the incident with the warship.

We were sailing south down the coast of Portugal. It was a gentle summer's day. I had the tiller and my wife Jan was reading in the cockpit when a Portuguese warship hove into view. The ship, a frigate, came up astern and overtook us on the port side. Our boat was 23ft long and weight 3.5 tons. The warship was all of 400ft and weighed around 45,000 tons, plus she had guns, big ones.

I noticed men on the frigate's wing-bridge studying us through their binoculars.

The warship was about 300 yards off and slowly pulling ahead when I asked Jan to step onto the aft deck and lower our ensign.

"Why," she said.

"Because we're following tradition," I replied.

Jan closed her book and went to the stern. Our Red Ensign, about the size of a tea-towel, was lashed to the backstay with rolling hitches and she reached up and slid it down.



"Now what?" she said.

"Just wait."

It was a long wait. Jan got bored and began to complain. I had all but given up hope and was beginning to despair. Then the magic happened. The bridge door on the warship flew open and a sailor leapt out. He ran the length of the bridge, pounded down two flights of stairs to the deck and sprinted aft. At the stern, he stood to attention, then lowered the enormous Portuguese Ensign halfway down the flagstaff and saluted us.

Jan was amazed.

I was almost in tears.

"What do I do now?" she stuttered.

"Wait until he starts to re-hoist his ensign and then shove ours up the backstay."

By now everyone on the ship was cheering and waving. It was wonderful.

The frigate pulled slowly ahead and disappeared into the haze. An age-old tradition was alive and well and we were part of it. I have no way of knowing whether the junior officer ordered to sprint the length of the ship to dip the ensign to a tiny British yacht, felt the same way, yet somehow, I believe he did.



A stylized, handwritten signature in black ink, belonging to Gary E. Brown.

**Gary E. Brown,**  
Editor







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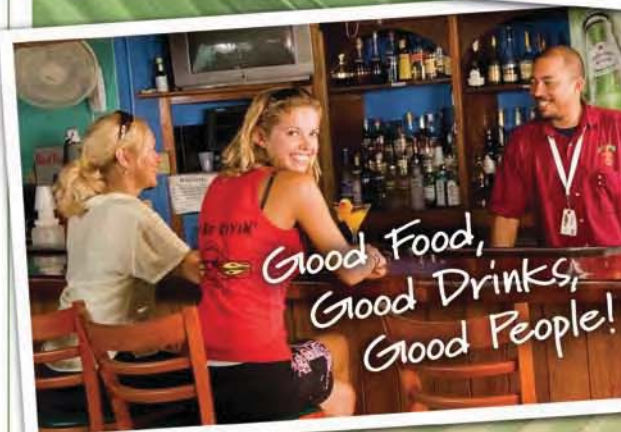
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THE CARIBBEAN'S WATERFRONT MAGAZINE

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**Tournament file photo:** Mark Smestad, <http://marksmestadphotography.com>





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# ALL AT SEA CARIBBEAN

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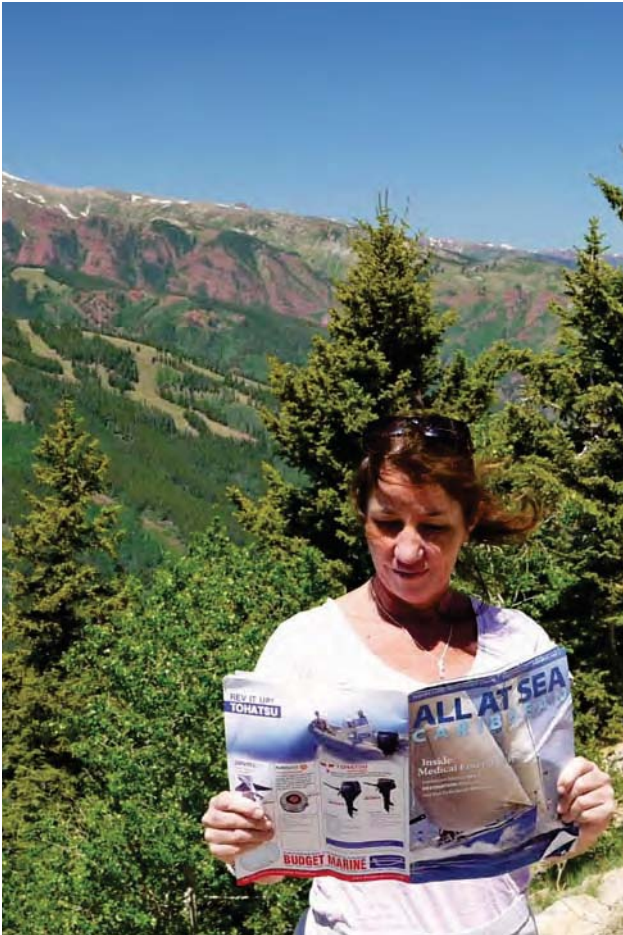
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# WHERE IN THE WORLD?

CONGRATULATIONS,  
JULIA AND THANKS FOR  
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**The hills are alive with the sound of ... *All At Sea*.** The Caribbean's favorite waterfront magazine finds its way to the four corners of the earth. This photo of Julia Lillingston enjoying *All At Sea* was taken at the summit (11,212ft) of Aspen Mountain against the panoramic backdrop of the Elk Mountain Range.

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## ISLAND EVENTS & INTERESTS

*ALL AT SEA*'S  
CARIBBEAN COVERAGE



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Leverick Bay Poker Run:  
Never Mind the Luck,  
Feel the Horsepower







British Virgin Islands (B.V.I.)

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St. Barthelemy

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St. Vincent &  
The Grenadines

Barbados

Bequia

Carriacou

Grenada

Tobago

Trinidad

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Heineken Light Open  
Caribbean Laser Championships:  
Raul Aguayo Winner Overall



# Caribbean Sea



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Marine Art in a Marine  
Protected Area

Bonaire



# CARIBBEAN NEWS

A BRIEF LOOK INTO THE HAPPENINGS OF OUR WORLD



## First Ever Crossing of Gulf Stream on Stand-up Paddleboards

Starting with a first paddle at the docks of the Bimini Big Game Club Resort and Marina to a final stroke just landing north of Haulover Beach in Miami Beach, Miami Watermen Bill Whiddon and Thaddeus Foote made history in June becoming the first to cross the Gulf Stream on stand-up paddleboards.

"It was paddle, hydrate, eat and paddle more," said the 58-year-old Whiddon. "We did battle a 40 minute tough squall with the first hour of leaving the Bahamas and the seas went from flat to three-foot swells breaking into us."

The pair, paddling to raise awareness for Surfrider Foundation's Rise Above Plastics campaign, battled rain-squalls, searing summer heat and the natural northern drift of the Gulf Stream, to complete the 60-plus mile epic journey in 17 hours, 11 minutes and 43 seconds from the first stroke to the last.

For information about the Surfrider Foundation Rise Above Plastics campaign, visit: [www.surfrider.org/programs/entry/rise-above-plastics](http://www.surfrider.org/programs/entry/rise-above-plastics)

## EIGHT BELLS: CAPTAIN FRED THOMAS

It is with sadness that we report the passing of Captain Fred Thomas of Shipwrights, St. David's, Grenada.

Fred was well known in the yachting community having started his career with Morgan Yachts after his apprenticeship at Detyens Shipyard in South Carolina. He went on to work with Caribbean Sailing yachts (CSY) who are credited as the founders of the Caribbean chartering industry with the delivery of the first 60 yachts to Tortola. He established Shipwright's in Tortola, Trinidad and Grenada and worked on the restoration of some of the finest classic yachts in the region. Fred's other passion was music, he was an accomplished guitar player and loved nothing more than to jam with his friends and to entertain guests at Bell Air Plantation where he lived. He will be sadly missed by family and friends.



## International Conference on Yachting

**Martinique** – Representatives from the marine industry, customs, coast guard and maritime affairs from islands throughout the Caribbean attended the International Conference on Yachting in Martinique in May. The conference, subtitled 'Harmonization, Simplification and Best Practices', discussed a wide range of topics including the preclearance of yachts using the current and future electronic preclearance systems, safety and security, services, fees and economic planning.

## Salty Dog Rally official sponsor named

Nv-charts, a global supplier of precision charting products for mariners and cruising sailors, has been named an Official Sponsor and the Official Charts Supplier to the Salty Dog Cruising Rally, founded by cruising enthusiasts Bill and Linda Knowles of Bristol, Rhode Island, with their Jeanneau 54, Sapphire, and their Jack Russell terrier, Brie, the original 'Salty Dog'!

The Salty Dog Rally is comprised of blue water sailors who have completed at least one blue water passage. There is no formal inspection of each boat, since it is the responsibility of each skipper to have proper safety equipment and to ensure that the vessel is prepared for the passage.

For information about the rally, email: [svsapphire@aol.com](mailto:svsapphire@aol.com)

## EVENT CALENDAR

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



### ANTIGUA SEPTEMBER 29 – OCTOBER 5

Annual Francis Nunes Jr.  
Memorial Fishing Tournament  
and Seafood Festival  
Deep Sea Fishing  
[www.antiguabarbudasportfishing.com](http://www.antiguabarbudasportfishing.com)



### PUERTO RICO SEPTEMBER 23 – 30

59th International Billfish  
Tournament of San Juan  
Deep Sea Fishing  
[www.sanjuaninternational.com](http://www.sanjuaninternational.com)  
[chairman@sanjuaninternational.com](mailto:chairman@sanjuaninternational.com)  
787-722-0177



### CARRIACOU JULY 29 – AUGUST 6

46th Carriacou Regatta Festival  
Sailing Regatta  
[ccouregatta@spiceisle.com](mailto:ccouregatta@spiceisle.com)  
473-443-7930



### ST. THOMAS, USVI AUGUST 28 – SEPT. 1

USVI Open Atlantic Blue  
Marlin Tournament  
Deep Sea Fishing  
[www.abmt.vi](http://www.abmt.vi) | [loveto@islands.vi](mailto:loveto@islands.vi)  
340-775-9500



### NEWPORT, RI AUGUST 24 – 26

Newport Bucket Regatta  
Superyacht Regatta  
[www.bucketregattas.com](http://www.bucketregattas.com)  
[hank@bucketregattas.com](mailto:hank@bucketregattas.com)  
401-965-3256



### VIRGIN GORDA, BVI JULY 30 – AUGUST 2

BVI Billfish Tournament  
Deep Sea Fishing  
[www.bvibillfishtournament.com](http://www.bvibillfishtournament.com)

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\*See Official Rules online at [SeaHawkPaints.com/contest](http://SeaHawkPaints.com/contest)



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# THE PRIVATE HELL OF PUBLIC SPEAKING

BY CAP'N FATTY GOODLANDER

**SEMINAR SCHEDULE  
TENT "C"**

**WEDNESDAY**

TIME	SEMINAR TOPIC	SPEAKER	SPONSOR COMPANY
12:30	Introduction to Electronic Navigation	Marilee Shaffer	Waypoints
1:45	Cruising into Retirement	Lisa Copeland	Authors Corner
3:00	Cruising Southern California	Maya Scott	
4:30	Basic Celestial Navigation	Ken Gebhart	Celestaire
6:00	Antarctica, Cape Horn and Latitude Preparation	Clark Beek	Authors Corner / Sail America

**THURSDAY**

TIME	SEMINAR TOPIC	SPEAKER	SPONSOR COMPANY
11:30	Ocean Voyaging, Sea Gypsy Style	Fatty Goodlander	Cruising World Magazine
12:45	Cruising with Pets - Problems	Elaine Groves	ATN Inc.
2:00	Single-Handed Spinnaker Sailing	Maya Scott	
3:15	Cruising with Pets	Lisa Copeland	Authors Corner
4:30	Cruising for Cowards	Dr. David LaVigne	Authors Corner / Sail America
5:45	Cruising with Pets - Preparations		

**FRIDAY**

TIME	SEMINAR TOPIC	SPEAKER	SPONSOR COMPANY
11:30	Cruising the Florida Keys - Miami to the Dry Tortugas	Mark & Diana Doyle	Authors Corner / Sail America
12:45	Cruising with Pets - Problems	Dr. David LaVigne	Authors Corner / Sail America
2:00	Single-Handed Spinnaker Sailing	Elaine Groves	ATN, Inc.
3:15	Mastering Storm Avoidance and Survival Tactics	John & Amanda Neal	Authors Corner / Sail America
4:30	Twenty Step Countdown to Offshore Voyaging	John & Amanda Neal	Authors Corner / Sail America
5:45	Interpreting Marine Weather	Lee Chesneau	Lee Chesneau's Marine Web

**SATURDAY**

TIME	SEMINAR TOPIC	SPEAKER	SPONSOR COMP
10:30	Heading Out The Gate - Destination Santa Cruz and Beyond	Chuck Hawley	West Marine
11:45	Selecting Your Next Boat	Scott "Sky" Smith	Sky Smith, Inc.
1:00	New Interesting Hardware for 2009	Chuck Hawley	West Marine
2:15	"Sea Realism" Author of "Sailing Grace" Shares 7 Years of Lessons Learned	John Osterbacher	Authors Corner
3:30	Practical Celestial Navigation	Ken Gebhart	Celestaire
4:45	Pirates and the Cruising Butler	Nancy Enley	Authors Corner

I hate to admit it, but the land-sharks, shore-huggers, and dirt-dwellers have their hooks in me. That's right. I should never have hesitated after my second circumnavigation. I should have just kept going. Circ #3, here we come! Instead, I stopped. Worse, I went ashore. Visited America. Etc. Yikes!

Now I'm sunk. I've sold out totally, and for a mere pittance. I didn't even know I needed handlers, and now I have them. "... but what does a handler actually *do*?" I asked one of my handlers.

"Important stuff!" the handler said. "For instance, we handle your affairs."

"... but I haven't had an affair since that Brazilian redhead picked me up in a sailor's bar in Las Palmas while sucking on a huge red lollipop ... and then she sued me for palimony, matrimony, and rigamarony—hell, she was so young I was scared she was going to sue me for incest too!"

"You just made our argument for us," smirked the handler.

"Your life was a pointless mess, Fatty. You worked for an idiot, by definition. Now we've seized control of your rudderless career—and are directing you towards the fabled Profit Zone! Soon you'll be swimming in wealth, and looking down your nose at your former friends—you'd like that, wouldn't you?"

"... but since you've been handling my money, I haven't seen any of it," I noted, trying not to be distracted by his (admittedly, very) attractive promises.

"Of course not," said the handler smoothly. "And that's because you haven't earned enough to count. So far, mere pocket change. There's not even enough to steal, let alone to take the time to embezzle. Right now, you're a Zero Sum game, Fatty. But we're going to change that. Soon you'll be as big as ... well, Zsa Zsa Gabor!"

For our young readers who might not be familiar with Zsa Zsa, she was a Hungarian Shark Lady who was famous for being famous—and not much else. Picture Pamela Anderson, sans the oral & video skills. But she was an A-list



despite the fact that nobody knew quite why—and thus on the talk show circuit, etc.

"... but my breasts are small," I said modestly, desperately hoping to get out of whatever it was my handlers had planned for me.

"Nonsense!" my handler said. "And even if nature hasn't blessed you with an impressive ... how do you put it ... a 'bulging package,' we can still stuff a rag or two down there with Photoshop—and market the hell out of you."

I started to shake my head in negation, resignation, and stupefaction—but my handler steam-rolled on. "Corporate seminars!" he beamed.

"Oh, dear," I said. "I could never get it straight ... who spansk who?"

"Not *corporal*, corporate!" corrected my handler.

"... but why would I talk about seminaries, when I'm not even religious?"

"... semin-ARS," said my handler, and signaled over another handler for reinforcement. "RRRRs, as in Righteous, Rip-Roaring and Ribald!"

"But I don't *know* anything," I blurt, "at least, not anything worth knowing ... well, as far as I know I don't ... although I guess I could be mistaken ... possibly!"

"Ah, modesty, indecision, and lack of self-awareness are admirable traits—for a loser!" said my handler commandingly, "but we're going to make you a winner, Fatty! Yesterday, you didn't know diddly-squat. Today, you're an expert!"

"I am?" I asked, totally baffled.

"... a sailing expert! And not just any-ole-run-of-the-mill expert, a CIRCUMNAVIGATOR!"

The handler said this last bit with awe in his voice.

I was impressed.

... there was so much sincerity in his tone, my eyes started watering with delusional self-respect.

I had to shake my head to clear it.

"Oh, that," I said, then blurted out in confession. "I ... I ... don't pay my bills. I'm a skipper ... meaning I *skip out* on them. It's that simple. I mean, why pay 'em if your anchor windlass works? Besides, I don't want to be a member of the Seven Seas Cruising Association. So I have to move my boat a lot. And, since my boat isn't weatherly ... well, it tends to drift downwind. If you do that long enough, you sail around the world, east to west. If you don't believe me, ask Jimmy Cornell."

"You're putting the wrong spin on it, Fatso!" laughed one of my handlers. "It's all about branding, me son! Don't worry! Be happy!"

My first corporate seminar was with a multi-national in Sint Maarten, with dreams of world domination.

I was a bit worried. I'd practiced my speech a number of times—which wasn't really necessary. My speech began—imaginatively, I thought—with "My name is ..." and by the

time I got to the word 'name' my audience of eager Third World corporate ladder-climbers were asleep.

I couldn't believe it. So I tested 'em with, "My name is ... Two Pac! Brad Pitt! Morgan Freeman. Angelina! Yes, I bullied Mohammad Alley before he learned how to spell Cassius Clay! And I know who killed Biggie!"

Nothing.

So I happily droned on for an hour or so about my toiletry habits, and then announced, "... thanks, and lunch will now be served!"

The applause was thunderous as they hit the auditorium doors in a rush for the corporate cafeteria. "... jerk chicken!" one was shouting happily. (Actually, I didn't hear the word 'chicken' too clearly—but the first part was loud and clear.)

Afterwards, my handlers said I'd done well. "It was chancy," said the one with the shortest crew cut, referring to the student's evaluation of the course. "But you pulled it off, Fatty. I admire your courage as a speaker—tying all those modern culture icons together at the end ... masterful, really!"

Next up, they wanted me to teach sailing in November.

"Wait one bloody minute," I said, outraged. "I haven't the foggiest notion of how to sail. I mean, if you wanted someone to teach FLOATING DOWNWIND LIKE A SHOEBOX, sure, I could do that. But sailing? Real sailing? I don't *think* so! I mean, I never could understand the 'which way is the wind blowing' thingy. Isn't it apparent? Why mess it up with the True Wind concept, which is totally beyond me. This 'true wind' stuff is kinda like true love—you hear of it all the time but never really experience it. Or, to put it another way, not only don't I know how to sail, I don't even know which way the wind blows—and all the Weathermen I used to know, to ask, have mistakenly blown themselves up in Berkeley!"

"Don't worry," reassured a third handler of mine who had just wandered by. "You don't actually have to say anything. We have young kids who can read and write for stuff like that—you just have to squint into the sun wisely at everything they say—does that sound so hard?"

"Not really," I admitted, and started practicing my squint.

"In December, we have you booked into another chartering venue—but this time it isn't about using your brain cells but rather frying them ..."

"Oh, no!" I said in dread. "Not a Booze & Snooze cruise?"

"Exactly," beamed my booking secretary. "Seven blissful days of hearing rum-swilling sailors endlessly recite their favorite sea yarns—all for your own edification, education, and entertainment."

"... will not," I started screaming, "... will NOT!"

I threw myself to the ground and started smashing my head about, foaming at the mouth, and kicking my feet—a classic temper trauma if I've ever thrown one.

My handlers just smiled an 'allow him to get it out of his





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system' smile. When I was finished, one said softly, "... what's the big deal? You tell a few Fat Stories, and they swoon ..."

"First off," I responded, "I don't drink. Others, alas, do. But they often lack courage to speak unless they drink MORE. So, when they finally have imbibed enough 151 to get up their courage to speak, they can't articulate ... not really. But they *think* they can—which is even worse.

"Besides," I rushed on, "people don't meet writers to hear their stories; they pay writers to meet them so *they can tell the writer their stories!* And, since they were emotionally affected by the writer's prose, they demand the same in return! That's the unspoken social contract, and woe be the 'salt-stained inkslinger' who violates it. So what I end up with is a totally-toasted sailor swaying up to me, lurching awkwardly into my face, and then spitting on me while slurring, '... and then my Uncle Harry ... gosh, this is so funny ... I knew you'd love it, Fatty ... anyway, Uncle Harry takes the grapefruit, cuts it in half, and rigs it like a brassiere over his pierced nipples ... HAW! HAW! HAW!' I, of course, have no idea what they are talking about. None. Zero. But I've learned from hard experience that you'd better 'get it' or they will hate you forever."

"Whatever," said my handler breezily. "We're sure you'll do fine, Fatty. Circumnavigators are tenacious. You'll figure it out—eventually."

So that's my reality. I stupidly stumbled ashore for a few moments, and now my professional life is totally out of my control. Theoretically, I'm making more money than ever—and yet I can't afford to buy a cup of coffee. And, astoundingly, some people who never really believed in me are finally coming around. "... glad you're finally getting some recognition," one sailor told me outside of Island Water World. Another guy with a tie said, "... you're milking it for all its worth, am I right?" Yet another quipped, "The very best time to sell out is when you got something to sell."

Like what?

My integrity?

"Don't start with that integrity-stuff," moans my wife Carolyn. "If you actually had any, surely I'd have spotted some during my 42 years of marital mistakes!"

See what I mean? My evil wife is in cahoots with my greedy handlers—and I can't seem to handle either one!

*Editor's note: Cap'n Fatty and Carolyn are currently in Sint Maarten, gearing up and slimming down for their next Big Fat Circle. They hope to leave the Lesser Antilles in February of 2013.*



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

## JUBILATION

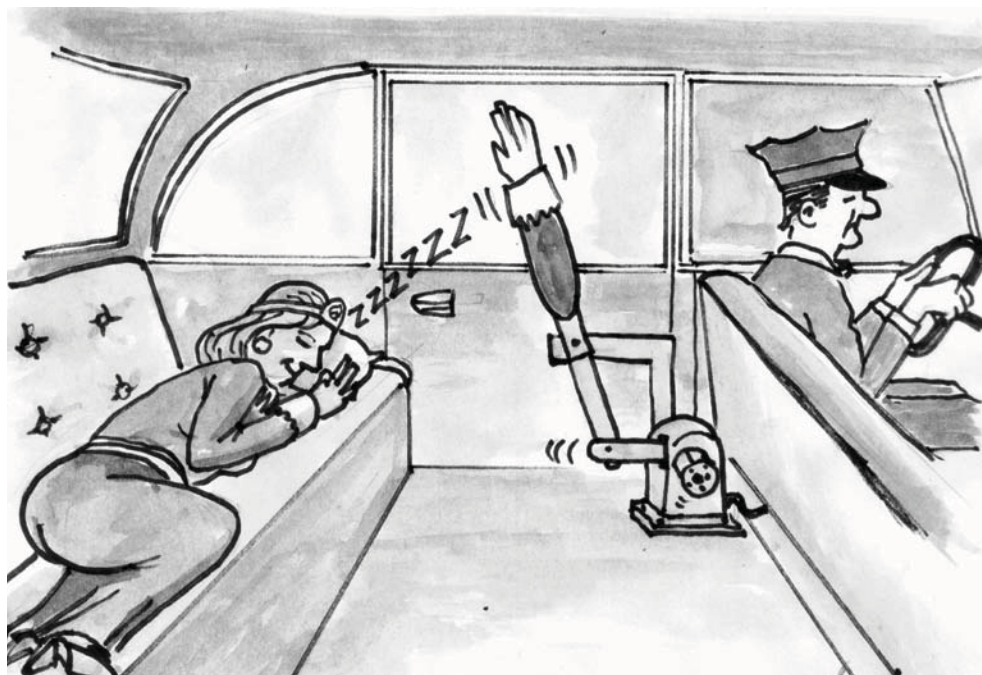
BY JULIAN PUTLEY  
GRAPHICS BY BOB NOCK

This year, 2012, marks an amazing achievement – 60 years as a reigning monarch for Queen Elizabeth II of Great Britain, celebrated in grand style in June, with various events taking place throughout the year. Sixty years! Phew! What a lengthy time span to be under the public eye, scrutinized at every turn, examined under a magnifying glass to such an extent that even if one of the Royal Corgis had an unusual bowel movement it would warrant a column in the tabloids.

Of course it hasn't all been a bed of roses. It was in 1992 when three royal marriages (all involving the queen's children) were headed for the rocks. Poor Prince Charles was being so upstaged by the beautiful and well loved Princess Diana that it just became too much for him and he turned 180 degrees and formed a relationship with the rather less popular and much less attractive Camilla Parker-Bowles. Prince Andrew and Fergie split up and Princess Anne divorced Captain Mark Phillips. Then one of the family pads caught fire (Windsor Castle) to end a year quoted by the Queen as a 'annus horribilis'.

Charlie had three English guests that week on a BVI charter and the subject of the Queen's Diamond Jubilee had been the topic of several happy hour conversations, "Sixty years on the throne," said Alan, "no wonder she has an anus horribilis. One of the royal ladies-in-waiting should have provided Her Majesty with a royal laxative."

Soon the conversation turned to the pageant: a flotilla of a thousand craft journeying down the Thames through the heart of the greatest European city of all time — London (according to our motley crew that is). "It was Britain that ruled the waves for over two centuries," said Peter. "We had the greatest navy in the



world. From Francis Drake, James Cooke, Lord Nelson and Ernest Shackleton, Britain's naval heroes furrowed the oceans for others to follow."

"What's that have to do with the Queen?" said Alan.

"Well, someone has to do the knighting and dish out all the medals," replied Peter defensively. "And look at all the waving she has to do. Half her life is spent waving from a car, coach or barge. It's a wonder her arm doesn't fall off."

"Yep, and I heard her wages have been cut in half – down to 50 million quid a year."

"Now that's understandable; I mean, she doesn't have the Royal Yacht Britannia to maintain any more, that'll save a few million ... and cucumber sandwiches are still quite cheap. But I suppose the Royal Barge still needs a lick of paint once in a while," mused Pete.

The ribbing went on for another half hour and it brought home the fact that the British love to make fun of each other, their politicians, royalty, family and friends ... But if an outsider criticizes the queen, watch out! Blood may be spilt. And if there's an excuse for a good party ... well, all Charlie can say is – along with sixty million Brits: 'God save the Queen'.



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



# FIFTEENTH SAINT MARTIN BILLFISH TOURNAMENT

YELLOW WHIP TAKES TOP HONOURS

ARTICLE AND PHOTOS BY ROBERT LUCKOCK



The crew of *Yellow Whip* celebrate on stage after emerging overall winners of the 15th Annual Saint Martin Billfish Tournament

The eagerly anticipated 15th Annual Saint Martin Billfish Tournament held May 30th to June 2nd on the Marigot waterfront was won by the French St. Martin boat *Yellow Whip* whose crew revelled in the victor's spoils ... a trophy, copious amounts of champagne (mostly sprayed over the crowd), and a cool \$19,150 in prize money.

This year the event was organised by the new association Saint-Martin Sport Fishing under the presidency of Philippe Casaubon and governed under the rules of the International Game Fishing Association (IGFA), Federation Française de Pêche de Mer (FFPM), and Big Game Fishing Club de France (BGFCF).

The tournament over the years has cemented its reputation as one of the biggest must-do tournaments in the Caribbean, regularly attracting some 30 boats from around the

region and 1,500 visitors per day who flock to the weigh-ins and enjoy the activities in the Billfish Village.

*Yellow Whip*, the name given to yellowfin tuna by Anguillian fishermen, had the most releases with four in the tournament for 1,000 points to jump to the top of the leader board when results were tallied. They also won the daily prizes on Thursday and Friday for the first releases, and the Marlin winner-take-all jackpot on the last day.

As overall winners, the crew of *Yellow Whip* qualified to participate in the IGFA Championships in Cabo San Lucas in May 2013.

Second place with 822 points went to *Papasan* from Trinidad and Tobago.

The boat *Lady Evelyn* from the British Virgin Islands finished in third place with 600 points

The prize for the biggest marlin of the tournament (472lb)



caught on the first day went to *Papasan*, the crew pocketing an extra \$4,350.

Three marlin were weighed in on Saturday but had little bearing on the overall results. *Coyote Girl* had one big marlin on the scales but it was damaged on the tail by the boat's propellers and disqualified. Another marlin caught by *Small Change* was under weight, and the third caught by *Dream Catcher* from Guadeloupe just qualified at 349lb.

"Not a lot of fish this year compared to past years, but the weather was perfect", noted *Yellow Whip's* Owner/Captain Laurent Petit. "We did real well and we were the youngest team. On Friday we thought we had a blue marlin release but because of photo issues it ended up being a white marlin release for 150 points instead of 250, but we won this tournament on the last day."

Only four marlin were weighed-in during the tournament but some 25 in total were caught and released. As Petit pointed out, a lot of releases mean bigger fish to catch next year.

Nobody broke the existing record of 809lb set by *Cassin-hoa* in 2011 and *St. Martin Cars* with some relief returned their prize, a Nissan Navara pick-up, to the showroom.

This year's prize money was calculated as a percentage of the total registration fees. First prize was 25% of entry fees, second prize 15%, third prize 10%, and the daily prize 5%.

A total of 29 boats from around the region participated in the tournament. A good crowd turned out each day to view the boats and enjoy the entertainment, fashion shows, the Dazzling Diva Dancers, and live music on the waterfront. ☺

*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.*



*Papasan's angler Anthony Brash poses with the 472lb Marlin caught on the first day*

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# ANTIGUA AND BARBUDA SPORT FISHING TOURNAMENT & MARLIN CLASSIC

BY CAROL M. BAREUTHER



The *Blue Rapid* team in the Antigua and Barbuda Sports Fishing Tournament – winners of the Marlin Division

For some it was a 30-plus year tradition. For others, it was beginner's luck. Yet everyone who competed in the 46th Antigua and Barbuda Sport Fishing Tournament, held May 26th and 27th, and the second Antigua and Barbuda Marlin Classic on May 28th, enjoyed a fantastic time at sea and back on land in Nelson's Dockyard.

Some 137 anglers aboard 40 boats from Antigua, Guadeloupe, St. Martin, St. Maarten and St. Barths fished the main two-day tournament, which featured both Sporting and Marlin Divisions.

*Scally Wag*, Captain Michael Hall's 32ft Carrera center console, championed the Sporting Division by catching a total of 282.5lb. *Scally Wag's* anglers also scored high in individual prizes.

"We set off at 6:00am and were fishing by 7:15 under great weather on the first day," Hall tells. "Our first fish came at nine o'clock, which was a 55lb wahoo caught by ten-year-old Sebastian Gobinet, who gave it his best effort and never



It's party time – the winners of the Antigua and Barbuda Sport Fishing Tournament

flinched. The next one, a 35lb wahoo, came 20 minutes later and was caught by my daughter Kimberly. We had a lull until midday when we landed a kingfish and two more wahoo. We picked up a few small blackfin tuna also and then around 3:00pm we had two more wahoo with a 44-pounder in the mix, which was caught by my son Robert."

Gobinet's fish earned him prizes for the Second Largest Kingfish, Largest Wahoo and Largest Fish caught by a junior angler, while Robert Hall picked up the prize for the Second



Largest Wahoo, and Kimberly Hall claimed the trophy for the Largest Fish Caught by a Female.

"Our success was a combination of factors but mainly team work, being in the right place and constantly monitoring the rods to make sure the drop back was done with the right timing," says Hall. "Also properly rigged lures are key as well as taking note of the bite direction for consistency."

In the Marlin Division, the winner was *Blue Rapid*, which tagged and released two blue marlin.

Captain John Fuller of the champion 32ft Hatteras, tells, "I've fished this tournament for over 30 years, so I had a pretty good idea of where I wanted to go. The marlin grounds are to the east and northeast of Antigua where the Continental Shelf drops off. The first day we hooked four marlin and tagged and released two. These two marlin were caught by 15-year-old Justin Barreto. He's the son of a famous fisherman here in Antigua, but he had never been marlin fishing, never seen a marlin and never caught a marlin. He just went bananas. The first fish was around 450lb and he fought it for over an hour. He wanted to give up about two-thirds of the way through, but we cheered him on. The second was around 180lb."

The second day, *Blue Rapid* had two marlin strikes. One they lost and the second they released, but the photo of the release was unacceptable to the tournament committee so they gained no points. Only one other boat caught two marlin, but one of theirs was a white marlin which counted for fewer points than a blue.

"Our success was due to three points," says Fuller. "First, we knew the best areas to go. Secondly, we were using Black Bart lures and third, our trolling speed – ten knots."

Three boats competed in the single-day Antigua and Barbuda Marlin Classic, with Frank Hart's 40ft Custom, *Overdraft*, declared the winner with one blue marlin release.

*Overdraft* angler, Brian Nunes, explains, "We planned to go 15 miles southeast of Antigua, but we were stopped by a marlin. Another boat, *Rum N Coke*, which won last year, was right beside us. They hooked up ten minutes earlier, but they lost their fish and we were lucky enough to release ours. That was 7:30am. No one else ended up catching anything else the rest of the day to beat us, but that was the longest day of my life."

Everyone felt like a winner back on shore as they tucked into cold beer, pulled pork sandwiches, conch fritters and more at the nightly parties.

*Sally Wag's* Hall sums up perfectly what makes this tournament so much fun: "It is the keen competition and friendly camaraderie."



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



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# WHISTLING UP A PIG ROAST

## A MAYREAU FEAST

STORY AND PHOTOS BY ELLEN BIRRELL



Black Boy serving it up!

It all started in 2011 when Willie and Mark Haskins of *S/V Liahona* fell in love—in love with Saltwhistle Bay, Mayreau. The spell was cast when they bonded with Black Boy and Debbie, owners of a casual and delicious beach restaurant there. Mark sprang the pig roast idea. All four were receptive. By winter of 2012, they put the word out to cruising friends.

Willie's brown bobbed hair and Mark's surfer blond curls, hip SSCA commodores, they got face-to-face with cruisers from Culebra to Antigua. Willie whistled the call using Facebook cruisers' groups. "Have you ever eaten at Black Boy & Deb-

bie's? It's the best," said Mark, adding, "I want this to work out well for the local people as well as all of our cruising friends."

From Morgan Jones' 60ft cat *Nirvana* to Anna-Karin Sundquist and Håkan Börjesson's 37ft sloop *Unicorn*, ketches and trawlers totaling 16 arrived in Mayreau like it was a destination wedding.

"We left Rodney Bay pressing to get to Mayreau in time for the pig roast," says Börjesson. "The wind was howling. Our sails were on third reef as we passed St. Vincent. I thought about going to bare poles. We arrived in Bequia only long enough to grab a baguette and clear in, got back



in the boat and sailed in squalls until reaching Saltwhistle."

North-facing, the entrance to Saltwhistle Bay cannot be seen upon arrival. After a quarter mile of 30ft depths, a telescoping mast above the headland offers a clue. Twenty mooring balls (EC\$30 to \$60 depending on the season) and anchor space come into view. The smallest inhabited island in the Grenadines without marinas or fuel, a local resort's motto is: 'We're off the beaten path, but that's the point'.

On the day of the roast, Willie Haskins' regular morning aquacise class began with a dozen women and Chuck Shipley of *Tusen Tuk II*, karate kicking, bicycling, cross-country skiing and flying like Superman below the water's surface. With a BS in physical therapy, Willie gladly shares her expertise to everyone's benefit.

Three o'clock in the afternoon brought a flotilla to the dinghy dock. Posters and flags decorated Black Boy and Debbie's red, yellow and green wooden oasis of shade and sand. Libation in hand, guests visited and signed a commemorative burgee.

By 5:00pm cruisers buzzed out to their boats to grab their contributory side-dish. Black Boy graciously allowed our dishes to choke his wooden tables, trusting that bar tabs and generous tipping would compensate for his efforts. He concentrated on barbecuing. Two Vincentian 70lb pigs had been quartered, marinated for two days and then roasted



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A motley crew fat, dumb and happy



Pristine and panoramic – Saltwhistle Bay

over a large grill. In his bright yellow shirt, Black Boy marched through the crowded room carrying a large platter of roasted pig. With a whistling round of applause, we descended on the buffet table like squawking gulls over fish viscera.

To island music sprinkled with popular ballads, we danced, Willie's pale Puertorequeña skin against Black Boy's handsome ebony and Lilly of *Tiger Lilly* with eight-year-old Felicia. Twelve-year-old Leon cut the rug with Ellen from *Boldly Go*. Merry, wholesome, multi-generational and delicious.

The next day, as if whistling a call for a south bound exodus, *Liahona* threaded the mooring field followed by a navy ketch, a white catamaran and two white sloops. They

sailed to Clifton, Union Island, to clear out of St. Vincent and the Grenadines, followed by a short hop to Carriacou for Grenada check-in.

Called the Inaugural Pig Roast; will there be one next year? "Maybe, we'll see," Willie answered. 

---

*Ellen and her partner Jim Hutchins have lived aboard their Sun Odyssey 40 Boldly Go for three years in the Caribbean. The cruising couple featured in a recent program broadcast on The Biography Channel. For more details, visit: [www.boldlygo.us](http://www.boldlygo.us)*





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# PUERTO RICO VELA CUP 2012

## AROUND THE BUOYS AND OFFSHORE ISLANDS

BY CAROL M. BAREUTHER



PHOTO: LEIGHTON O'CONNOR / WWW.LEIGHTONOCONNOR.COM

Action at the Annual Puerto Rico Vela Cup

In the wake of the cancellation of this year's Puerto Rico Heineken International Regatta due to its March date clashing with a regional primary election, it was the 5th Annual Puerto Rico Vela Cup that was the highly anticipated 'big boat' racing event of the season. Twenty-two yachts from throughout Puerto Rico raced in one of four classes during the May 25th to 27th regatta hosted by Club Nautico de Fajardo (CNF) out of Isleta Marina.

"Winds ranged from eight to ten knots for the first day's two races and ten to 15 knots the second day when we ran

three races," says Agustin Rodriguez, Regatta Director and President of CNF. "On both Saturday and Sunday we ran five to ten mile reaching courses set off Fajardo and designed around the offshore islands and permanent government buoys."

Trying to sail fast on the reaching legs was part of the winning strategy for Rafael Figueroa, driving his J/30, *Marisa*, to the top of Jib & Main B. "We go really fast downwind, so we tried to do our best on the reaches. Our sail plan worked better on the second day than the first."



The first day, it was training new crew and not having a firm sail plan that led Figueroa and his team to take a second and third in the three boat class. Carlos Rosario's Beneteau 35, *Guatu*, proved the boat to beat by scoring two bullets. The second day, Figueroa drove *Marisa* to a win in the first race and followed the same tactics to win the next two. Both *Marisa* and *Guatu* ultimately tied with eight points, yet *Marisa* won with a greater number of first place finishes.

"We never raced against *Guatu* before," says Figueroa. "It helped once we learned how they sailed. It gave us what we needed to beat them."

Edgar Hernandez' Jeanneau 40, *Yaredlis del Mar*, won the three-boat Jib & Main A.

Meanwhile, the Racing Class was the largest with nine boats. Sergio Sagramoso, on his Ponce-based J/122 *Lazy Dog*, smoked with fleet with four first place finishes and an 11-point lead to win.

**"It was great to race again against *Dark Star* and *Smile and Wave*, the two boats with which we had intense competition at this year's International Rolex Regatta. And, it was even better to end up on top this time."**

"We led from the beginning, winning all but one race, taking advantage of the experience gained on our J122 while racing in this, our first season on the boat," says Sagramoso. "It was great to race again against *Dark Star* and *Smile and Wave*, the two boats with which we had intense competition at this year's International Rolex Regatta. And, it was even better to end up on top this time."

Gilberto Rivera's *Urayo* won the six-boat one-design J/24 Class.

"It was easy racing because on the long distance races there are less maneuvers compared to shorter windward-leeward courses," says Rivera. "It would have been more difficult to win if there were big boats in our class, but we just raced against the other J/24s. I think it was our tactics and ability to accurately read the wind shifts which allowed us to win."

Rivera gave up a first place finish in only one race to Jose Fullana, sailing *KQ-LO*, who finished second in the class.

"It's great to see more people going back to J/24 racing after the swing away to IC-24s the past few years," Rivera adds. "I think the J/24 class in Puerto Rico will become even stronger over the next few years, especially if the Puerto Rico Sailing Federation is successful in its bid to host the J/24 North Americans in Ponce in 2014."

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



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# MARLOW ONE DESIGN REGATTA

## NO STOPPING THE BUS

BY GARY E BROWN



A determined Frits Bus at the helm during the Marlow Regatta

**A**fter six consecutive years of placing second, Frits Bus clinched the win at the 2012 Marlow Regatta. Hosted by the St. Maarten Yacht Club (SMYC), St. Maarten teams took all three top positions.

For two days, sixteen teams from six countries battled for the podium in a grueling competition in which boats were rotated between each race. Sint Maarten sailors rose to the top. Roel ten Hoopen, long time crew for winner Bus, challenged his mentor and finished third overall. Second place went to a team with only one season in the lagoon sailing scene: Han de Bruin Kops, with brothers Pieter and Paul Soons.

"Very interesting, it was wonderful," said Bus. "This is yacht racing at its best. Close all the time. Wind shifts all over the place. It was a great regatta. And we won, which is even better."

After a disappointing result on day one, Karl James, of Antigua, fought back on day two, finishing fifth overall. Saint Barths sent three teams with Mowgli Fox sailing into eighth place ahead of her local rivals. Team Curacao, with Michel Ruijter at the helm also placed in the top 10.

The Anguilla Youth Team made a valiant effort in the quirky Jeanneau Sunfast 20s, placing fourth three times in 24 races. Like James, the team performed better on the second day. "Today we got to know the boat a lot better

and sailed a lot faster," said Anguillian boat captain Kendal Richards, whose team enjoyed sailing against Bus and James. "We would love to beat them but we have got to train some more and hopefully we will come back next year and take that first place," Richards added.


For Team Nevis this was their first time entering an off-island competition and although they scored the least amount of points, they were delighted to have taken part.

"We didn't have any expectations of coming anywhere near the top," said Mark Theron, Vice Commodore of the Nevis Yacht Club. "It's the first time the team has sailed together and the first time we have sailed on these boats. We don't have much to sail in Nevis, but we came and participated."

Vice Commodore Theron and SMYC Board member, Kathy Gifford exchanged burgees at the prize-giving, with both making a commitment to pursue future inter-club endeavors.

The regatta's principal sponsor, Marlow Rope, have been represented in the Caribbean for over 25 years by Budget Marine.

"This was a very eventful regatta. I don't think we have ever had a situation where the outcome was in as much doubt as in this regatta," said Robbie Ferron, Group Manager of Budget Marine and a competitor in the event.

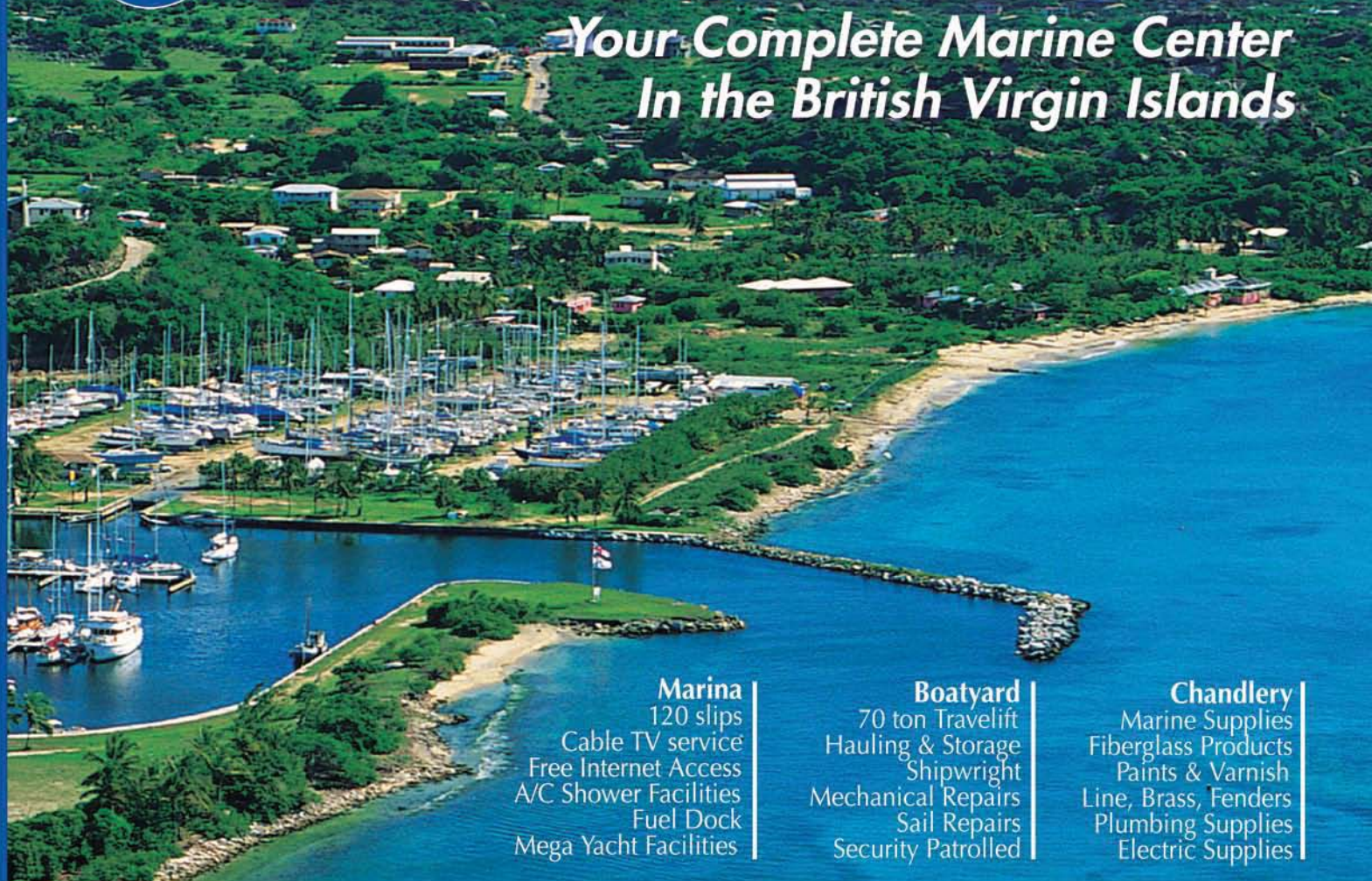
The fleet of Jeanneau Sunfast 20s was provided by Lagoon Sailboat Rentals. Ernst Looser was Race Officer. 





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# UNDERWATER PHOTOGRAPHY PART FOUR

TIME TO GET THAT NEW CAMERA WET

STORY AND PHOTOS BY BECKY A. BAUER



Over the past few months our new photographers polished their buoyancy control skills. They put together underwater photo kits and practiced using their new cameras so operation became second nature. Batteries are charged, storage cards are formatted; there are spares of each in the camera case. O-rings passed final inspection and are lightly coated in silicone grease. Now our new photographers are ready to get in the water and go hunting with their cameras!

First the bad news: Few divers like to be an underwater photographer's dive buddy. Since a photographer can burn a tank of air while attempting to get a single good photo of a jaw fish, buddies tend to get bored hanging out in one spot. Sometimes we need to find a new, patient dive buddy

or better yet, a fellow photographer.

Secondly, underwater photographers are not always smiled upon by dive-boat crews for the same reason buddies can be difficult to find. Good photographers take time looking for interesting subjects and that does not mesh with some dive operators' philosophy of 'head 'em up, move 'em out and get to the next dive site A.S.A.P'.

Before signing on with a dive operator, confirm the boat accommodates underwater photo gear and the crew is accustomed to photographers on board. Operators happy to accommodate photographers generally are helpful with information on what subjects may be found at each dive site thus giving the photographers a heads-up on what to expect. A photographer-friendly boat crew is especially im-



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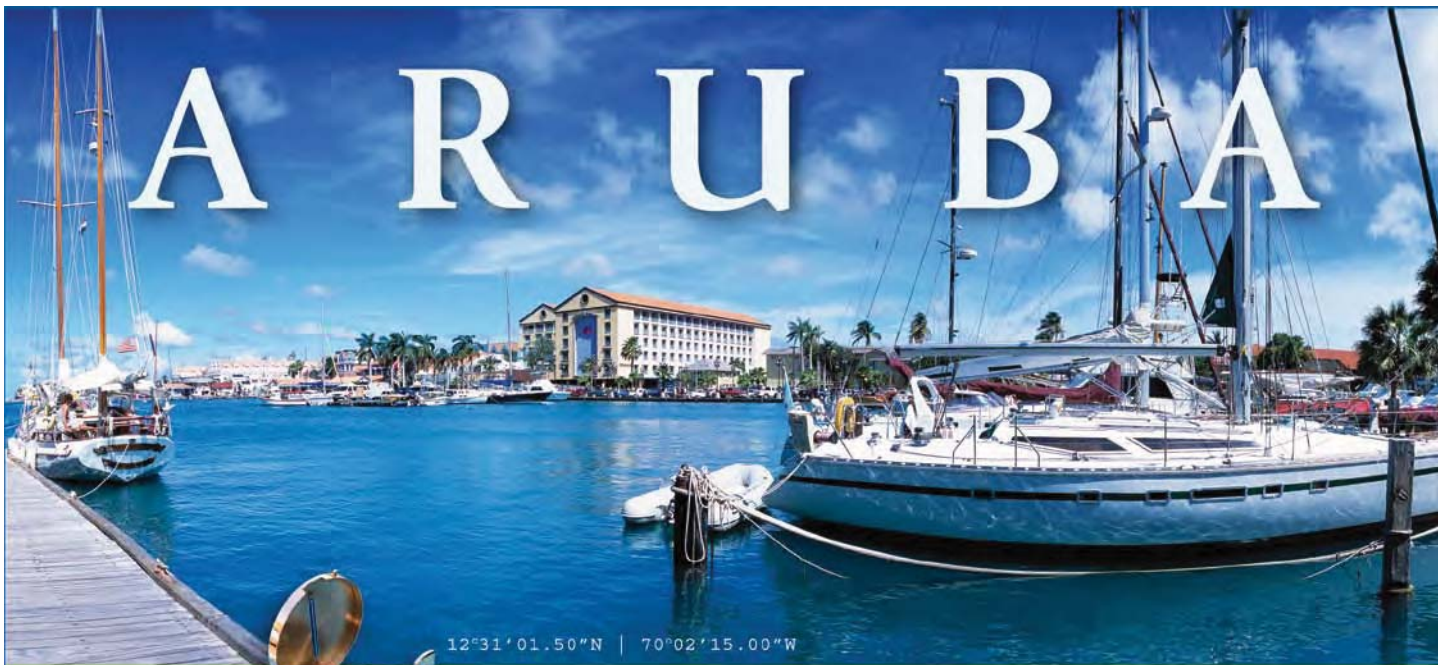


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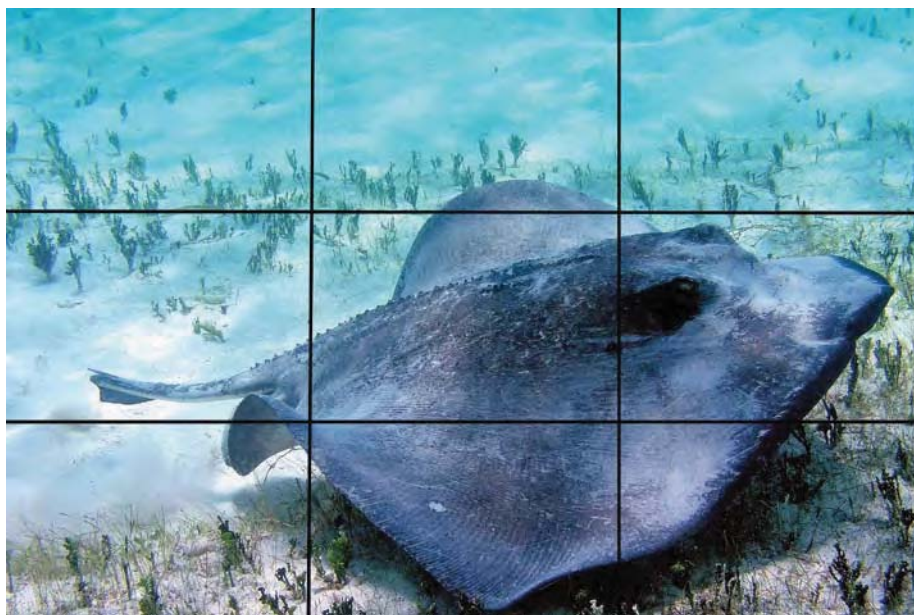


portant to photographers using interchangeable lenses since the crew can advise on what to expect below and for what lens the site is best suited.

So, how to take a good underwater photo? Practice, patience, observation skills, and a foundation of photography basics is a good place to start. How often do we see photos of a tail headed into the margin of a photo or worse yet, no fish at all! Far too often, and it is generally because the photographer did not take the time to observe the fishes' movements. Rather than waste battery power and card space on an 'empty' photo, be still, and observe. A school of fish gathered under a ledge does have a pattern and by watching for a few minutes the photographer will see the pattern and better know where to aim.

## Perspective:

There are many explanations of perspective; however, in photography the most applicable has to do with producing



a photo that not only shows the main subject's relationship to surrounding objects but also gives it the correct size and shape as well as dimension. Probably the most common mistake all camera users make is shooting down on a subject. Unless we are shooting the deck of a sunken ship, look



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at the subject from several angles. A profile or head-on shot taken from the fishes' level is much more interesting than the fishes' backs. Generally, all perspective is lost when shooting down because the subject ends up looking like a pancake with no dimension and no perspective of size, shape, or relationship.

## Rule of Thirds:

Another mistake most camera owners make is violating the Rule of Thirds by habitually placing the subject directly in the center of the frame; doing so not only affects perspective as defined above but it also makes for a much less interesting photo. Hundreds of years ago the great European masters recognized that the human mind is much more readily pulled into a painting when the Rule of Thirds is followed and the subject is not directly in the center of the canvas but rather slightly off to one side leaving the background to enhance the story and provide perspective (see accompanying photos).

Since photography is much like painting, good photographers subscribe to the Rule of Thirds. Some of the newer cameras have a Rule of Thirds feature wherein grid lines can be set to appear on the viewfinder/screen. This rule is actually quite simple to apply with or without the automated grid feature.

When composing a photo, imagine the frame is divided into nine equal boxes, three up and three across, created by two equally spaced horizontal lines and two equally spaced vertical lines. Place the horizon (such as the top of the reef or the division between light and dark water) close to the top or bottom of the horizontal grid lines. If we place the horizon in the center of the frame, our mind's eye perceives the photo as being cut in half.

As for the main subject, place it not in the direct center of the nine-square grid but rather offset along one of the two vertical grid lines. Framing the subject in this manner gives more depth and dimension to the photo, and as with poor horizontal composition, poor vertical composition also gives the photo a 'cut-in-half' look.

Now, go shoot some photos! Don't get distracted; remember to check depth, bottom time, and air. If possible, take a dive trip organized for photographers. It's a fantastic learning opportunity and sitting around in the evenings with one's favorite libation while viewing the day's photos is great fun.



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*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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# SPORTS FISHING 101

## THE REEL DEAL

BY CAROL M. BAREUTHER

IMAGE PROVIDED BY SEAN CHANDLER / VTCARIBBEAN.COM

The 31ft sport fishing boat Yes Aye heads out to sea



Captain Tyler Maltby of  
DoubleHeader with dolphin



PHOTO: STEWART LOVELAND



PHOTO COURTESY OF CLUB NAUTICO DE SAN JUAN

Over 500 species of fish swim in the waters of the southern Atlantic Ocean and Caribbean Sea. Nearly every island boasts one or a number of sports fishing charter operations ready to take both first-time and experienced anglers out for a day of sport. How do you choose the trip that's right for you? Four veteran captains offer their recommendations:

The first points to consider are boat experience, general physical condition and ages of the anglers, says Capt. Jonathan Gatcliffe, who operates two 35ft vessels and a 40ft Dorado under his DoubleHeader Sportfishing business based in St. Thomas, U.S. Virgin Islands. "A five-year-old, for example, probably will not do well on a ten-hour marlin trip. Search the web. Ask how many years they have been in operation. Find out about tournament wins. And, ask what type of fishing they offer – flats, live baiting, trolling, inshore or offshore."

"Someone who has never fished before should first decide whether it's the amount of action or degree of excitement that's most important," notes Capt. Gary Clifford, who runs the 31ft Innovator, Yes Aye, out of his True Blue Sportfishing Charters in St. George's, Grenada. "Inshore fishing for smaller fish usually provides the most action whereas an epic battle with a monster fish is more common offshore."

First-timers may want to start with a half-day inshore trip, suggests DoubleHeader's Gatcliffe. "This means fishing the reefs close in for snapper, tarpon, barracuda, kingfish and jacks. Then, if you like it, you can go offshore on a three-fourths or full-day trip to the less protected waters of the drop-off for pelagics such as wahoo, tuna, mahi-mahi and marlin."

A half-day can go very quickly, says True Blue's Clifford. "If the fishing grounds are close to shore then you will have three hours of actual fishing time. A half-day will only allow you to fish one area whereas a full day may allow the skipper to visit several different areas. The longer you have baits in the water the greater your chances of catching."

The type of fishing will vary when angling inshore versus offshore.

Offshore fishing will often involve trolling moving baits behind the boat, True Blue's Clifford explains. "Inshore fishing may also be trolling but often can involve static fishing with baits on or close to the bottom. Bottom fishing involves the angler holding the rod all the time whereas with trolling the rod is in the holder until the fish strikes. Some people don't feel that they are fishing unless they are holding the rod."

Don't know how to fish? No problem.

Captain Gerald 'Frothy' De Silva, who runs a 41ft custom and two 31-footers under his Hard Play Fishing Charters,



PHOTO COURTESY OF CLUB NAUTICO DE SAN JUAN



in Tobago, says, "We always do an introduction to first time anglers. Firstly, we explain the safety equipment and safety procedures on board. We then talk about the game plan and what type of fish we would be targeting that day and where we will be fishing. Then we explain the tackle, rods and reels, line strength, how to use the chair or rod belt, how to use the drag on the reels and fighting techniques. During the battle with a fish we also talk with first time anglers to ensure that they are following the guidelines that we have explained prior to the trip. For more seasoned anglers we are always happy to share tips on rigging, setting a spread, boat handling, releasing and landing big fish."

Kids are welcome on most Caribbean sports fishing charters.

Captain Michael Hall, who fishes off his Antigua-based 32ft Carrera center console, *Scally Wag*, says, "For taking kids I would do a mix of an inshore snorkeling trip with about two hours of offshore fishing to vary it a bit, since kids get quickly bored if the action is slow."

If kids are experienced, adds True Blue's Clifford "then an offshore trip could be considered. Quite young children can reel in a sailfish (eight years in my experience) and they will probably remember that forever."

Prepare for a day of fishing, says Hard Play's De Silva. "If you are not used to being on a boat at sea you should

consider taking some sort of motion sickness medication. Most motion sickness medications should be taken well before you board the boat. You should also have the following: sunblock, hat, polarized sunglasses, towel, change of clothes, deck shoes and cover yourself well from the sun. Most boats provide soft drinks and water; however, not all provide beer and lunches. Find out before-hand what is included in the charter cost."

Expect a day of charter sport fishing to cost \$500 for a half-day and \$800 to \$900 for a full-day, and \$1800 or more for a full-day marlin-only trip.

"Different islands have widely varying fuel prices, which is a big cost factor, so expect some variations in fishing prices across the region," says True Blue's Clifford.

Finally, catching a big fish is at the top of the Caribbean sport fishing experience, says Hard Play's De Silva. "However, just being on the sea can be a wonderful experience. We often see dolphins, whales, turtles and a variety of seabirds. These are things that you can only see out there and being within touching distance of these amazing sea animals is truly a fun thing."

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



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# PROFILE: JEAN BRAURE

## SAILOR & MOUNTAIN CLIMBER

BY CAROL M. BAREUTHER

On top of the world –  
Jean Braure (left) flies the  
Virgin Islands' flag

PHOTO COURTESY OF JEAN BRAURE



Some sailors are so passionate about the sport that they qualify and compete in the Olympics. Some mountain climbers are so enamored of tall snow-covered peaks that they climb the likes of Kilimanjaro. St. Thomas' Jean Braure has done both. In fact, he calls himself by the name of his 2011-released book, 'The Sailor Who Climbs Mountains'.

Born in Paris, Braure learned how to sail dinghies during summer vacations on the French Riviera. At age 19, he enlisted in the French Navy and sailed around the world. Three years later, he was honorably discharged, traveled to London, enrolled in a school to learn the English language and met his wife, Choupette. Braure convinced his wife to visit her native Haiti and after a few years the two moved to Miami. Here, the Frenchman worked as a *maître d'*, a position that led him to the Sheraton in Puerto Rico and ultimately managing the former Red Rooster Restaurant in St. Thomas. It wasn't long before Braure got his captain's license, bought a Pearson 26, named it *Mumu* and started a daysail business from Charlotte Amalie Harbor to Buck Island.

"I am a competitive person and I like to challenge myself," says Braure. "Dick Johnson pushed me to race. I ended up winning my class in the first two Rolex regattas, first on the Pearson and then on a Morgan 27 I bought and called *Mumu Tu*. Those were the days. Dick Avery, Rudy Thompson, John Foster, Peter Holmberg—we were all racing."

Braure loved racing sailboats so much that he and crew Kirk Grybowski qualified for the 1984 Summer Olympics in Long Beach, California, in the Soling. The two kept a boat in the U.S. and would trailer it to practice sites as well as competitions. In order to qualify, the two Virgin Islands' sailors needed to place in the top ten in the U.S. Soling National Championships, held at the Galveston Yacht Club in Texas.

"I noticed that the best Soling sailor in the U.S., Buddy Melges, hosted a comfortable breakfast at the club while we were out fighting the flogging sails and mean waves. There we went, showing those heavyweights the quality of our sailing. As it turned out, we were among the sea dummies trying to hold the boat down and struggling to



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steer the craft. Within 30 minutes, we lost our mast overboard and had to wait to be rescued. The next morning, Buddy reached the start line fresh with a boat tuned to perfection. He eventually won the championship and we got a ninth to quality for the Olympics."

Later, showing his love of speed, Braure competed at the 1988 and 1992 Summer Olympics in Seoul, Korea and Barcelona, Spain, in the Tornado. After 1992, Braure didn't give up sailing but he did start flying to Europe each summer where he joined the French Alpine Club and started mountain climbing.

"Friends say I am gifted with ropes, which are essential to sailing and mountain climbing," says Braure. "There are other similarities between the two sports. I have never gotten seasick or mountain sick. The weather conditions are very important, and preparation and training is foremost."

Perhaps Braure's most remarkable mountain-climbing feat was to attempt to summit Mount Kilimanjaro (19,340ft) four

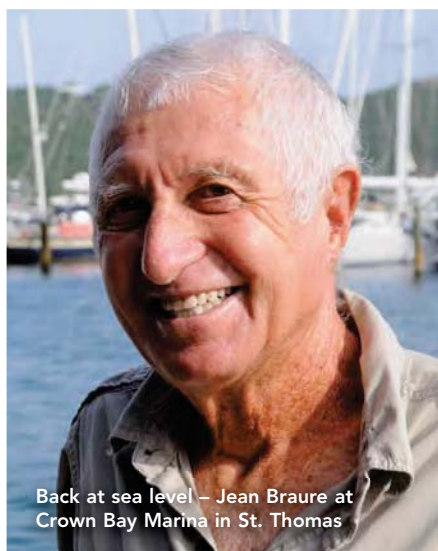


PHOTO: DEAN BARNES


Back at sea level – Jean Braure at Crown Bay Marina in St. Thomas

years ago at the age of 73. Ninety-five meters (311ft) from the top, with his breathing irregular and heart pounding, Braure made the most difficult decision that a mountaineer can make – to abandon the climb.

"I wanted to live and to enjoy life," says Braure. "I am satisfied to have abandoned the climb, because where I stopped, Stella Point, is the second highest elevation in Africa."

Today, Braure is still sailing and climbing. He raced his Freedom 40, *Mumu Sunset*, in the 2011 International Rolex Regatta, although he retired from charter just this year.

This summer, he is climbing Pico de Orizaba, the highest mountain in Mexico and third highest mountain in North America at 18,491ft.

"You have to do things to challenge yourself in life," Braure says. "If you stop doing this, you are finished." 

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

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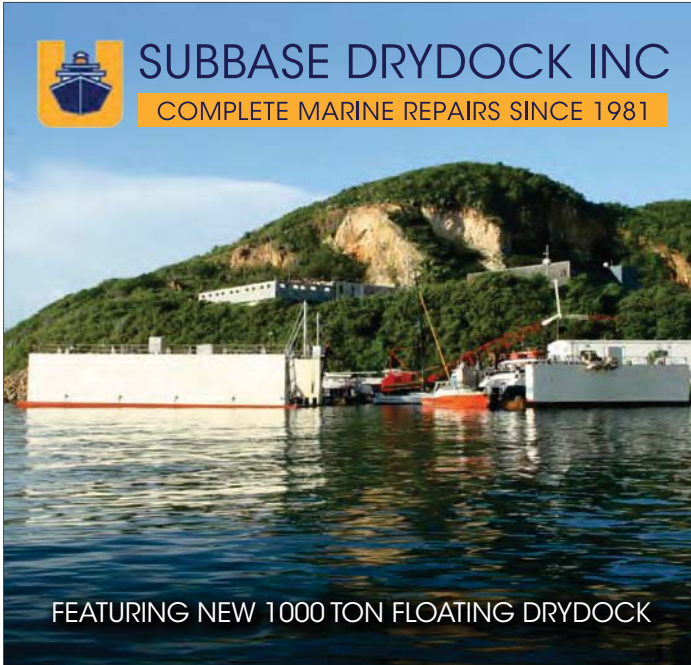


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# CRUZAN OPEN ONE DESIGN REGATTA

## STRONG WINDS CHALLENGE SAILORS

REPORT BY CHRIS SCHREIBER



Sailors prepare their boats during the Cruzan Open One Design Regatta

**H**igh winds made conditions challenging for over forty sailors competing in the tenth annual Cruzan Open One Design Regatta in May. Hosted by the St. Croix Yacht club, the event saw racers from all three U.S. Virgin Islands and the British Virgin Islands compete over two days on the waters of Teague Bay on St. Croix's east end.

The regatta was run on two courses, with the younger Optimist sailors competing separately from the more experienced sailors racing Laser, 420, and Sunfish sailboats.

Saturday, the racers faced puffy, shifty winds from 15-20 knots. Eight races were completed in all classes, with competition tight. A duel was shaping up in the advanced Optimist class between Thad Penn-Lettsome, from Tortola, and Ryan Hunter from St. Croix, who each won several races. In the Laser class, DJ Lorschbaugh from St. Croix's West End, held a narrow lead over Chris Schreiber and Mack Bryan. The Sunfish class, comprised sailors from their early thirties to those over sixty years of age, was led by St. Croix's Peter Stanton, while Sam Watterson with crew Morgan Moschallski set the pace in the 420s.

On Sunday, the winds picked up even more, ranging from

18 to 25 knots. The higher winds took their toll on the fleet, with numerous breakdowns. The sailors who managed to keep their boats together had quite a workout battling not only the competition, but the wind and waves. In the end, fifteen races were completed in each class. The Optimist Green Fleet, composed of sailors as young as eight years old, was won by St. Croix's Lake Sanford, with Atlee Kohl and St. John's Gabriel Brooker close behind. In the advanced Optimist Fleet, Hunter found the high winds to his liking, edging out Penn-Lettsome with Isreal Duffy from St. Croix's West End, third.

In the Sunfish, Stanton held his lead, with Sam Carney and Preston Dalglish coming second and third, respectively. The Laser class was won by Schreiber, just ahead DJ Lorschbaugh, with Bryan coming in third. Watterson and Moschallski held on to win the 420 Class, with Challis Diaz and Sean Norton second. Harry Hoffman with crew Kent Buska finished third.

The regatta organizers would like to thank the sponsors: Broadband VI; Dr. Kurt Buska; Sanford, Amerling, and assoc.; Ford Real Estate; Tire Express; Car Hunters VI; Hunter, Cole, & Bennett; Divi Carina Bay; VI Board of Tourism, and Waste Management Authority.





The only wooden boat to take part was *Principito*

## FOXY'S WOODEN BOAT REGATTA

### CHANGING TIMES

BY CAROL M. BAREUTHER

**T**imes are a changing and only one wooden boat entered this year's 38th Foxy's Wooden Boat Regatta, held May 25th out of Jost Van Dyke in the British Virgin Islands. That was *Principito*, the U.S. Virgin Islands' Chris Puder's 37ft 1931-built gaff cutter. Yet, through the progressive thinking of hosts Foxy and Tessa Callwood and Commodore Martin van Houten of the organizing West End Yacht Club (WEYC), 15 'Classic Plastic' yachts from the BVI and USVI also entered for a fun and competitive weekend of racing.

Picture-perfect weather on the first day brought light winds for racing. The course for the single race was set around Sandy Cay and Little and Great Thatch Islands, with the finish back at Great Harbour. The BVIs' Kevin Rowlette won. Rowlette has raced this regatta for over 30 years and posted his first wins in the 1980s aboard his father's 86ft wooden ketch, *Athena*. Later, he raced his 49ft Frers, *Synergy*. This year, he won aboard his Olson 30, *Rushin* Rowlette.

"*Rushin's* design is actually 34 years old and her hull was built 31 years ago, so she is actually a Classic," says Rowlette.

On Saturday night, people gathered for Foxy's Fabulous BBQ and traded many stories of classic boats and old woodies.

The next morning, more than a dozen yachts raced in even lighter winds on the same course as the previous day. Competition was close between *Osprey*, Larry Best's 1967-built Luders yawl, and *Zing*, George Stuckert's 1979-built J30.

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Governor's Cup (RBVIYC) – **January 26th 2013**

Dark'n Stormy Regatta (WEYC) – **March 8th-11th 2013**



"Zing beat us at the start and covered us tack for tack most of the weather leg to Sandy Cay," tells Best. "We were going lower but faster and finally broke free but still couldn't get past. We both pinched up and just made it around the rock off Sandy Cay. We finally got past on the reach, lost it on the run since we didn't have enough crew to fly the chute, and then got it back on the second reach."

Later that afternoon, there was an Awards Ceremony with everyone getting prizes in the WEYC tradition. 

## SERIES UPDATE

Foxy's Wooden Boat Regatta is the kick-off event for the second annual Gosling's Rum Regatta Series. Jon Charlton, aboard his 41ft C&C *Team Red Stripe*, took the lead after this first regatta.

The six-race series – in which members of the Goslings Family may come out and race – is open to all yachts including charters. There will be one throw-out race allowed. Highest points win the series. That means the more popular races will hold more weight in overall standings. The Series ends with a big finale and prize-giving. Score keeping is designed to build excitement with standings published regularly on the Royal BVI Yacht Club web page ([www.royalbviyc.org](http://www.royalbviyc.org)) and WEYC's Facebook page. For more information, Email: [martin@sailsistership.com](mailto:martin@sailsistership.com)



Foxy's Wooden Boat Regatta – the start of the race on Sunday

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# VISAR'S SWIM THE SOUND AND WATERWORLD

MAKING A SPLASH AND RAISING CASH

BY TODD VANSICKLE



A swimmer jumps in the water at Saba Rock for the start of the Swim the Sound

PHOTO: TODD VANSICKLE

**F**emale swimmers made the most wake during the fourth annual Swim the Sound fundraiser for Virgin Islands Search and Rescue on June 3rd in Virgin Gorda's North Sound.

The top finishers in the two and three mile races were Amanda Grant and Sara Columbus, respectively.

Grant, a BVI resident, was competing in the swim for the third year. Grant and her husband run a charter business in the BVI and swim whenever they are in a nice anchorage.

"I grew up as a swimmer and I still try to swim a lot here. We live in a beautiful place to swim and I like to support VISAR," Grant said. "Any time you have a chance to compete, it is fun."

Participants started at Saba Rock and swam to Leverick Bay Marina and Resort. The two courses included a one and a two mile swim, which were patrolled by VISAR boats, life-guards and volunteers on paddleboards and kayaks.

A friend of Neville Sorrentino signed him up for the two

mile swim without knowing about it.

"Someone put my name forward and thought I needed to prove myself," Sorrentino said.

He had never done the event before, but enjoyed it.

"I have never swum anywhere near two miles before," Sorrentino said. "Just getting out there in the open water was a bit daunting, but with all the competitors swimming around it was fine."

The fundraiser netted more than \$10,000 and attracted 68 swimmers from around the region, the United Kingdom, Hong Kong and Ireland.

"It is the biggest Swim the Sound event we have ever had," organizer Katie Claxton said.

Last year the swim had 54 participants.

Doctor Nagy Darwish, VISAR's newest member, raised the most money during the fundraiser: more than \$1,500. He did the two mile swim while fully suited up in four layers of VISAR gear, including a helmet and boots.



## RESULTS

(TOP THREE IN EACH CATEGORY)

### UNDER 12

- 1: John Pettigrew 1h 14m 43s
- 2: Derek Pettigrew 1m 23h 10s

### ASSISTED

- 1: Dave Pettigrew 1h 06m 56s
- 2: Elaine Couper 1h 10m 20s
- 3: Michelle Hogwarth 1h 25m 58s

### FEMALE TWO MILE

- 1: Amanda Grant 1h 00m 56s
- 2: Jaendri Engelbrecht 1h 05m 48s
- 3: Catherine Ouriach 1h 08m 31s

### MALE TWO MILE

- 1: Paul Norris 1h 01m 53s
- 2: Jacques Roux 1h 02m 27s
- 3: Cameron Walton 1h 05m 14s

### FEMALE THREE MILE

- 1: Sara Columbus 1h 18m 04s
- 2: Natasha Ruscheinsk 1h 25m 05s
- 3: Jude Woodcock, 1h 37m 49s

### MALE THREE MILE

- 1: Jeff Miller 1h 29m 28s
- 2: Peter Willmott 1h 30m 05s
- 3: Samuel Jones 1h 43m 52s

"It was ten-times more difficult than wearing just fins," Darwish said. "My leg cramped up three times."

However, he did have some incentive for finishing the race.

"My friend said he would be waiting for me with a rum punch at the finish line," Darwish said. "I was happy to do it and raise money for VISAR."

He finished the race in one hour and 38 minutes.

The race finished at Leverick Bay Resort and Marina where participants had lunch and played games during Waterwater, the second half of the fundraiser.

VISAR is a non-profit organization that has a \$150,000 budget, which includes boat maintenance, medical equipment, supplies and training. On average, VISAR responds to 80 calls per year.

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

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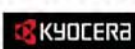
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# LEVERICK BAY POKER RUN

## NEVER MIND THE LUCK, FEEL THE HORSEPOWER

STORY AND PHOTOS BY TODD VANSICKLE



**T**he Leverick Bay Poker Run on Virgin Gorda just keeps getting bigger and bigger, claims organizer Nick Willis.

Eleven years ago only 15 boats participated, but now it has grown to more than 150 boats.

"There were so many boats you couldn't see water in the harbor," Willis said after the award ceremony at Leverick Bay Resort.

The first stop was at Scrub Island Resort where the marina filled up quickly with boats spilling over into the adjacent channel. A large group of people waited in line to collect their second card near the docks. Twenty minutes later, most of the participants were back on course and heading to the third stop at Village Cay.

The boaters had lunch and collected their fourth card at Pirates on Norman Island, before heading back to VG for the last two stops – Virgin Gorda Yacht Harbour and Leverick Bay Resort.

The event is supported by boaters from around the region and the United States. *Predator's* boat captain, Ramon



Sir Richard Branson, the owner of Necker and Mosquito Islands, and his passengers wave to a film crew in a helicopter during the first leg of the Leverick Bay Poker Run

Martinez of Puerto Rico, has been coming to the poker run for the past four years.

"We arrived on Friday and have been taking it easy having some Painkillers, some Bushwhackers and a little bit of fun," Martinez said.



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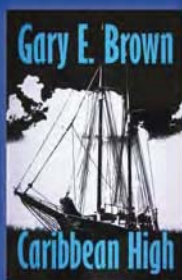
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Gary Brown is the author of the  
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Erika Sorrentino shows off her card  
during the second to last stop at the  
Virgin Gorda Yacht Harbour



He enjoys the event because he is able to get his boat on  
the water with other boaters who share the same passion.

"It is one of my biggest hobbies in my life," Martinez said.

His 2003 bright yellow and orange boat stood out among  
the other participants. The 50ft boat can top more than  
90mph with more than 2000 horsepower.

However, size doesn't matter according to the organizers  
who stress the "event is not a race" because participants  
compete for the best poker hand by collecting cards at five  
different stops around the territory. Some boaters were in  
vessels just big enough for one person, while more than a  
100 people took a chartered ferry. Sir Richard Branson even  
tried his luck while competing aboard a tender. All told,  
181 hands were played.

The poker run donated \$4,000 to the Virgin Gorda Chari-  
table Trust and \$1000 to Virgin Gorda Animal Rescue.

First place of \$7500 went to VG resident Joseph Smith  
with a Straight Flush. Second place was Bob Barnhart with  
four Kings. He took home \$4000. And third place went to  
Troy Barzey with four Queens for \$2000.

"I got nice cards this year," Martinez said. "It is the best I  
have ever had in the last four years that I have been coming  
here. I don't care about the winning. I like the sharing and  
having a lot of fun."

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

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# HEINEKEN LIGHT OPEN CARIBBEAN LASER CHAMPIONSHIPS

RAUL AGUAYO WINNER OVERALL

BY GARY E. BROWN



O rient Bay, French St. Martin, is famous for its golden beaches and nude sunbathing. This year Orient also played host to something less risqué, the 23rd Heineken Light Open Caribbean Laser Championships.

"This is the biggest really interisland Laser regatta in the Caribbean, and that's what makes it so important," says organizer and competitor Frits Bus. "We have classes in the 4.7 Laser, the Radial Class, the Master Class and the Standard Class."

The importance of the championships shows in the quality of the competitors and it brought together top sailors from around the region.

The two-day, nine-race regatta, sailed June 9th – 10th, offered challenging conditions with often light and shifty winds.

In Standard Class, it was clear from race one that Olympic sailor Raul Aguayo of the Dominican Republic, demonstrating superb skills and boat speed, was the man to beat. Kevin van Otterdijk, 17, of Curaçao, gave it his best shot, dazzling the competition to finish second (and second overall) behind class and overall winner Aguayo. Last year's champion, Benoit Meesemaeker of St Barths, finished third.


With four different classes, Laser competitions are popular amongst sailors of all ages. In the Radial Class local teenager Rhône Findlay delighted his new sponsor, Ma-



claren, with a winning performance. Findlay was pushed hard by second place Jonathan Woods from Tortola. Third and fourth place tied on points, with Jolyon Ferron of St Maarten breaking the tie to take a podium place ahead of Henry Fondeur of the Dominican Republic.

Laser Master Class (45 to 54 year old) is not a competition for the unfit. Racing Lasers requires stamina as well as skill if you are to perform well at this level. Here, multiple champion Karl James of Antigua took the honors, having broken the tie with second place Markku Harmala of St Barths. Event mainstay Frits Bus finished third in this very competitive class.

Future champions can be found in the Laser Junior 4.7 Class and the youngsters raced hard, no doubt having learned a thing or two while chatting to the older competitors. On the day it was two sailors from Tortola that held sway with Matthew Oliver, 15, clenching victory ahead of Mollee Donovan, 15, the only girl in the regatta. Third place went to Jose-Luis Riviera, 15, of Puerto Rico.

The Heineken Light Open Caribbean Laser Championships was organized by the Sint Maarten Yacht Club under the auspices of the Caribbean Sailing Association. 

For full results and list of sponsors, visit: <http://laser-champs.com>





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# HEAVEN ON EARTH?

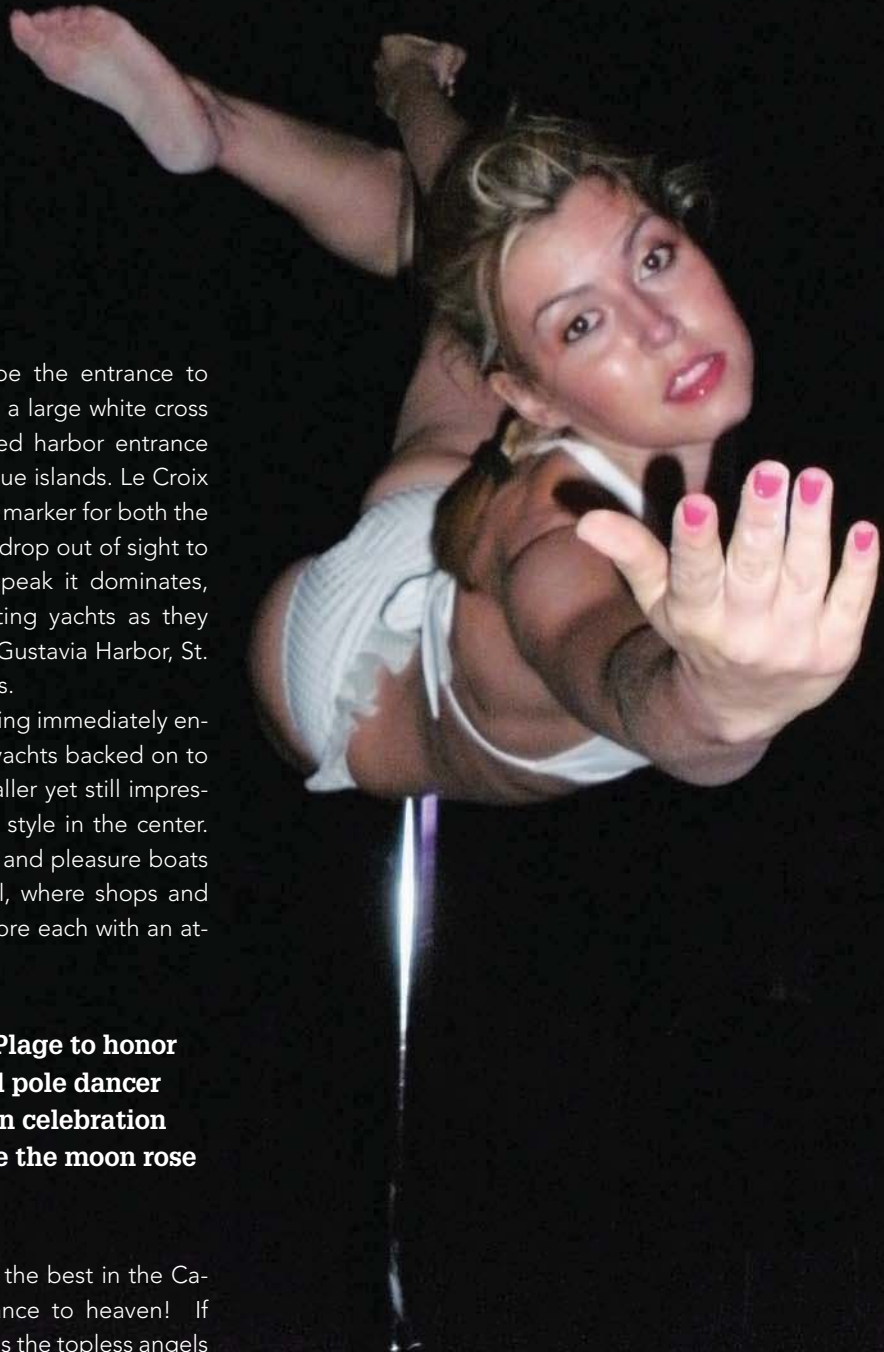
BY CAPTAIN MARK DENEBEIM

This could very well be the entrance to heaven: On the hill is a large white cross overlooking a crowded harbor entrance dotted with picturesque islands. Le Croix serves as a sort of mid channel marker for both the small, prop driven planes that drop out of sight to land behind the villa dotted peak it dominates, and for the multitude of visiting yachts as they work their way into a bustling Gustavia Harbor, St. Barthelemy, French West Indies.

A classic Mediterranean feeling immediately envelops you, with more superyachts backed on to the quays and perhaps 25 smaller yet still impressive yachts moored Bahamian style in the center. About 100 recreational fishing and pleasure boats are moored along the seawall, where shops and trendy restaurants await on shore each with an attractive vibe all their own.

**I joined my friends at La Plage to honor the local super model and pole dancer extraordinaire Christina in celebration of her 30th birthday while the moon rose over the star lit horizon.**

And the sunsets are among the best in the Caribbean; confirming the entrance to heaven! If that's not enough proof, witness the topless angels that frequent the gorgeous beaches. In St. Barths, even the ugly people are good looking!







But what makes St. Barths heaven is what happens here, amongst the “super rich and those that serve them” as one local succinctly described the populace of 9,000. Nothing illustrates the true soul of St. Barths better than the two 25ft engineless boats that gently sail out of the harbor about 5pm, each and every day, crisscrossing through the anchored and moored vessels in the outer harbor until they drift their way back to rest along the seawall well past dark. Across the water, you can hear the cacophony of giggles from the dreadlocked sailors who toot their air horns in celebration of pure sailing enjoyment; simple pleasures that money can’t buy.

A festive atmosphere exists daily during the season with live music throughout Gustavia Harbor, most regularly at places like BAZ and Les Routes des Boucaniers, and a DJ thumps popular house and disco standards at Bagatelle and at the Yacht Club. Le Ti St. Barths, on the hill overlook-

ing Marigot, offers a semi burlesque cabaret dinner show that is often the highlight of any visit to St. Barths.

Yet it’s the people, visitors and locals, that you will remember most. Here you will find warmth, hospitality and patience. Everyone is willing to offer helpful advice or even a ride, as hitchhiking is easy and safe, especially since taxis are so expensive. Or rent a scooter, everyone drives them!

Even at the exclusive Nikki Beach and Eden Rock Hotel, a perfect example of St. Barths’ brash opulence mixed with humble living exists. One April day, while my catamaran *Sanctuary* and I were anchored there, a Moroccan theme highlighted the party at Nikki Beach as belly dancers and Les Voiles Regatta participants table-danced all afternoon. In the middle of the festivities, the fishing boat *RGM* offloaded about three dozen Mahi Mahi into a small plastic row boat, and the two burly fishermen paddled their overloaded dinghy to shore. Later that night, a fly fisherman cast his line while standing on the reef at the base of the Eden Rock promontory, forming a bright silhouette thanks to the exterior lights of the famous hotel.

Upon swimming back to the boat at sunset, when I also saw many turtles in the bay, I heard erotic moaning from Eden Rock as two lovers enjoyed the hot tub at the foot of their cliff-side room, oblivious to my presence on the boat a mere 40 yards away.

The pleasant yet quirky nature of St. Barths continued later that evening while I enjoyed a tapas dinner at nearby Le Piment. I met a couple who had rented the historic Gustavia Anglican church for 15 minutes to renew their ten-year wedding vows and hired the long time local musician ‘Soleil’ to perform. I shared a drink with the pastry chef from Eddy’s Restaurant and withstood the drunken monologue of a Portuguese construction worker whose French no one could understand. Perhaps the only blemish here is that tobacco smoking is rampant, with no end in sight.

At ten, I joined my friends at La Plage to honor the local super model and pole dancer extraordinaire Christina in celebration of her 30th birthday while the moon rose over the star lit horizon. A perfect tribute to my friend and a typical day on St. Barths—warm, beautiful and a ‘heavenly’ place to spend time and money while still on Earth. 🍹

---

*Captain Mark Denebeim, formerly a charter boat captain aboard his Island Spirit catamaran Sanctuary, is now a landlubber based in Red Hook, St. Thomas, where he is starting a weekly vacation dating business: ParadiseMatch.com. Sanctuary is available for bare boat charter from [www.barecat.com](http://www.barecat.com)*



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# MARINE ART IN A MARINE PROTECTED AREA

BY DEVI SHARP  
PHOTOGRAPHY COURTESY OF SCUBA TECH



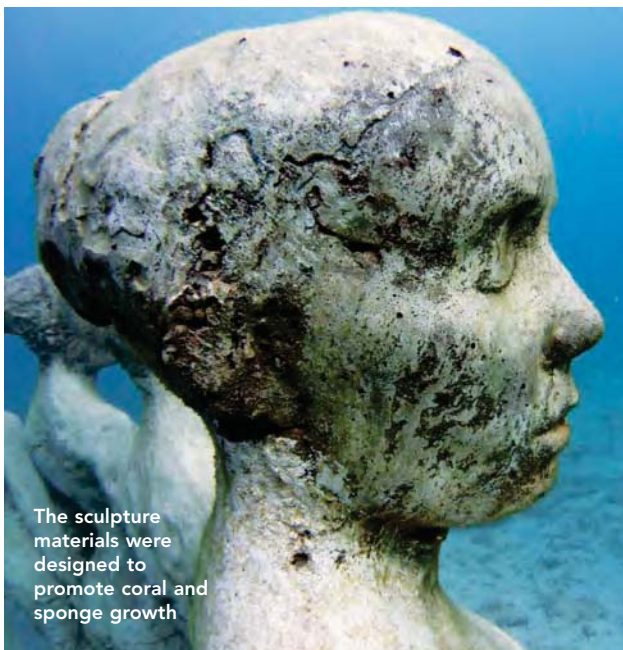
Vicissitudes is the signature sculpture in the park and honors the diverse ethnic backgrounds of the children of Grenada

**W**e have passed the Moliniere-Beausejour Marine protected area on the leeward side of Grenada, just north of St. George's, countless times. This year curiosity overcame us and we decided to explore the area. The dual attraction of the site is the Marine Protected Area and the underwater sculptures

It might seem a contradiction of purposes to allow underwater sculptures in a Marine Protected Area, but when you don your mask and snorkel, you can see that the under-

water sculptures have become part of the ecology of Moliniere Bay. There are 65 sculptures created by Jason de Caires Taylor, a sculptor from England. Some of the sculptures reflect the history and folklore of Grenada, others are just art but they are all destined to become part of the ocean floor supporting coral, sponges and fish habitat. When the artist came to Grenada he was stuck by the devastation hurricane Ivan had on the reefs and sea floor in Grenadian waters. He combined his two passions of sculpting and SCUBA diving and in 2006 the sculptures were installed in Moliniere Bay.





The sculpture materials were designed to promote coral and sponge growth

The sculptures are dispersed over an area of 800sq meters of sea floor.

The sculptures are synthesis of art and science. Taylor consulted marine biologists involved in developing artificial reefs for reef restoration projects and has incorporated their

materials and designs in his sculptures. The materials promote coral and sponge growth and are Ph neutral. Many of the sculptures are designed to provide habitat for fish and lobster. As the corals and sponges grow on the sculptures they become part of the underwater environment.

The signature sculpture is called *Vicissitudes* which is a circle of 26 life-size children of diverse ethnic background, all holding hands and facing outwards. *The Lost Correspondent* is a man sitting at his desk, his hands hovering over the typewriter, poised in eternal deliberation. *Anthropocene* is a life size replica of the classic Volkswagen Beetle that provides habitat for lobster and fish. *Inertia* depicts a man on a couch watching a television that provides a habitat for juvenile fish.

Taylor has taken his passion to Mexico and created the world's largest underwater sculpture museum, MUSA, situated off the coast of Cancun and the western coast of Isla Mujeres has 400 sculptures. Taylor's work has been categorized as part of the eco-art movement due to the emphasis on biological restoration.

The Moliniere/Beausejour Marine Protected Area (MBM-PA) was designated in 2001. It is 60 hectares (0.23 sq. miles), 1.4 miles (2.2km) long. The purpose of the area is to protect the reef and provide a nursery for juvenile fish. The area also provides a focal point for tourism and education for



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The Lost Correspondent is hunched over his typewriter awaiting his fate as an artificial reef

local communities. Many Marine Protected Areas throughout the world have demonstrated that a protected area improves the fishing success in the adjacent non protected areas. The MPAs provide a nursery ground for fish and those fish will disperse into the surrounding waters. The wardens enforce the prohibition on spear and line fishing in the MBMPA. They have also been trained to monitor the reef using internationally accepted methodology.

There are six communities adjacent to the MPA. Stake holders are encouraged to participate in the development and management of the area. Community support is critical to the success of any MPA and one of the first projects was to have a coastal cleanup day to remove trash from the shoreline and underwater locations of the MPA. Anchoring is prohibited and the white mooring balls are for non-commercial use and red balls for commercial use. The cost of a mooring ball for a day is \$10.00 USD and there is an additional cost of \$1.00 USD for snorkeling and \$2.00 for SCUBA use. That is a small fee to pay for the conservation of a marine area.

Although this is a small MPA it is important because it is part of a network of MPAs in the Eastern Caribbean. Marine biologists agree that size matters for Marine Protected Areas, but networks are critical.

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

*Editor's note: Scuba Tech is a full service dive center that offers diving trips and instruction and is located in the southern end of Grenada. Visit: <http://www.scubatech-grenada.com/en/> for details.*



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# SURINAME

## A PATH LESS TRAVELED

BY BIRGIT HACKL



At anchor in the Perica River

**A**fter the tropical downpour, the dense jungle foliage sparkled in the first rays of sun. The giant trees and the rig of our boat reflected in the calm, tea-colored waters of the forest stream. Around us, the forest awakened; animals started calling, chirping, clucking and humming. Colorful birds and butterflies flutter around the boat. Suddenly, there is a loud, crashing sound on the other side of the river and a group of monkeys swing through the trees.

Sounds tempting? This was only part of our experience while cruising Suriname.

The former Dutch Guyana is a friendly, safe and welcoming melting-pot of South American, African, European and Asian cultures (and their cuisines). The official languages are Dutch and Sranan Tongo (a Creole), but most people speak English as well.

The best times to visit this part of South America are the two dry seasons (February to May, August to November).

Suriname is a convenient stop-over for yachts on their way from the Canary Islands or the Cape Verdes towards the Caribbean, as it can be reached on a downwind course with the North Equatorial Current pushing the boat along. Sailing towards Suriname from the Caribbean poses a challenge because you will have the Guyana Current against you on the way south. On the other hand, the same current makes sailing back easy.

The port of entry is Paramaribo on the Suriname River. Although the entrance to the river is well buoyed, it is better to enter during daylight with a favorable tide. (Before entering, call MAS (Maritime Authority Suriname) on VHF # 16.) After sailing ten miles up river, you will reach the capital Paramaribo. There are no marinas as few yachts pass this way, but anchoring is possible in front of the Torarica Hotel. With the wind blowing in from the sea, conditions can get choppy and uncomfortable in the four knot tidal stream. Nevertheless, it's practical





The Cathedral  
at Paramaribo



Into the jungle – Solitude Creek

to anchor here with supermarkets, cheap food stalls and restaurants nearby.

To obtain clearance, you must first go to the Foreign Police and then the Immigration Office. This is a bit complicated as the offices are in different parts of town, but the staff are friendly and after two days you are the proud owner of a visa and ready to explore the country.

Paramaribo offers some interesting sights like a fort, an impressive wooden cathedral and a pretty town center with colonial houses, but the real attraction is the rainforest. Suriname has more than 1000 miles of navigable rivers (charts are available at MAS), some cannot be entered by sailboats because of bridges, but two interesting routes remain open: the Corantijne River, near the border to Guyana, and the Commewijne, with its feeder rivers, Cottica and Perica, not far from Paramaribo.

The Corantijne, with its numerous islands and sandbanks, poses a challenge for the navigator; however, the Amerindian villages on its shores make it culturally very interesting. We decided to go for the simpler option and sailed up the Commewijne where different eco-systems

are located within a small area. Our whole trip took us only 41 miles up the rivers, but we felt as though we were in the heart of the jungle.

The Commewijne is similar to the Suriname River—a broad stream with rapid, shallow waters the color of milky coffee. For the first few miles you have to stay within the marked channel, there are small villages on the shores and water taxis with strong outboards buzzing between them. The river soon gets narrower and deeper and once you pass the last village (Alliance), traffic is scarce. From there on it's only you and the rainforest. Shortly after Alliance, the Cottica River branches off. This river is still murky, but already there is less current, it is deep and there is good holding for the anchor.

The next feeder river is the Perica. Because of the humic matter, its water is clear but so dark it resembles black tea. We dropped anchor here, secured the boat with a line to a tree to avoid being swept against the shore at the turn of the tide, and stayed for a week, alone, in our own little paradise. We had pictured ourselves waiting motionless in the dinghy for hours in order to get a glimpse of the wildlife, but it wasn't necessary as plenty of animals came close





to the boat. A hundred meters downstream lived a family of otters splashing around noisily. Five minutes after we went swimming next to the boat, a giant anteater picked the same spot for a bath. While I was doing the laundry in a bucket on deck, a group of monkeys stopped in a nearby tree—maybe to study human behavior!

The only disadvantage is the clouds of mosquitoes that attack after sunset. Malaria is rare in the coastal regions around Paramaribo; however, malaria and dengue fever do exist in some parts of the country. Don't let this deter you. We recommend you put nets on all hatches, buy some repellent and enjoy the jungle experience of Suriname!

For further information, visit our cruising blog: [www.pitufa.at](http://www.pitufa.at)

Birgit Hackl, Christian Feldbauer and their cat Leeloo set sail in June 2011 on their yacht Pitufa. They cruised the Mediterranean, Cape Verdes and Suriname. They are now exploring the Caribbean and enjoying the 'bare-foot route' while trying to stay off the beaten track.

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# CARIBBEAN MARINAS

## ALL AT SEA'S CARIBBEAN MARINA GUIDE

			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
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>Clarks 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>Green Cay Marina at Tamarind Reef Resort</b>	340-718-1453	8'	100'	154	•	110/220V - 30A, 50A, 200A	•	•	•	•	•		•	•	16	FREE
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 Har- bour</b>	284-495-550	10'	180'	94	•	110/220		•	•	•	•	•	•	•	16/11	•

#### OUTSIDE OF CARIBBEAN:

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

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# CARIBBEAN BOATYARDS

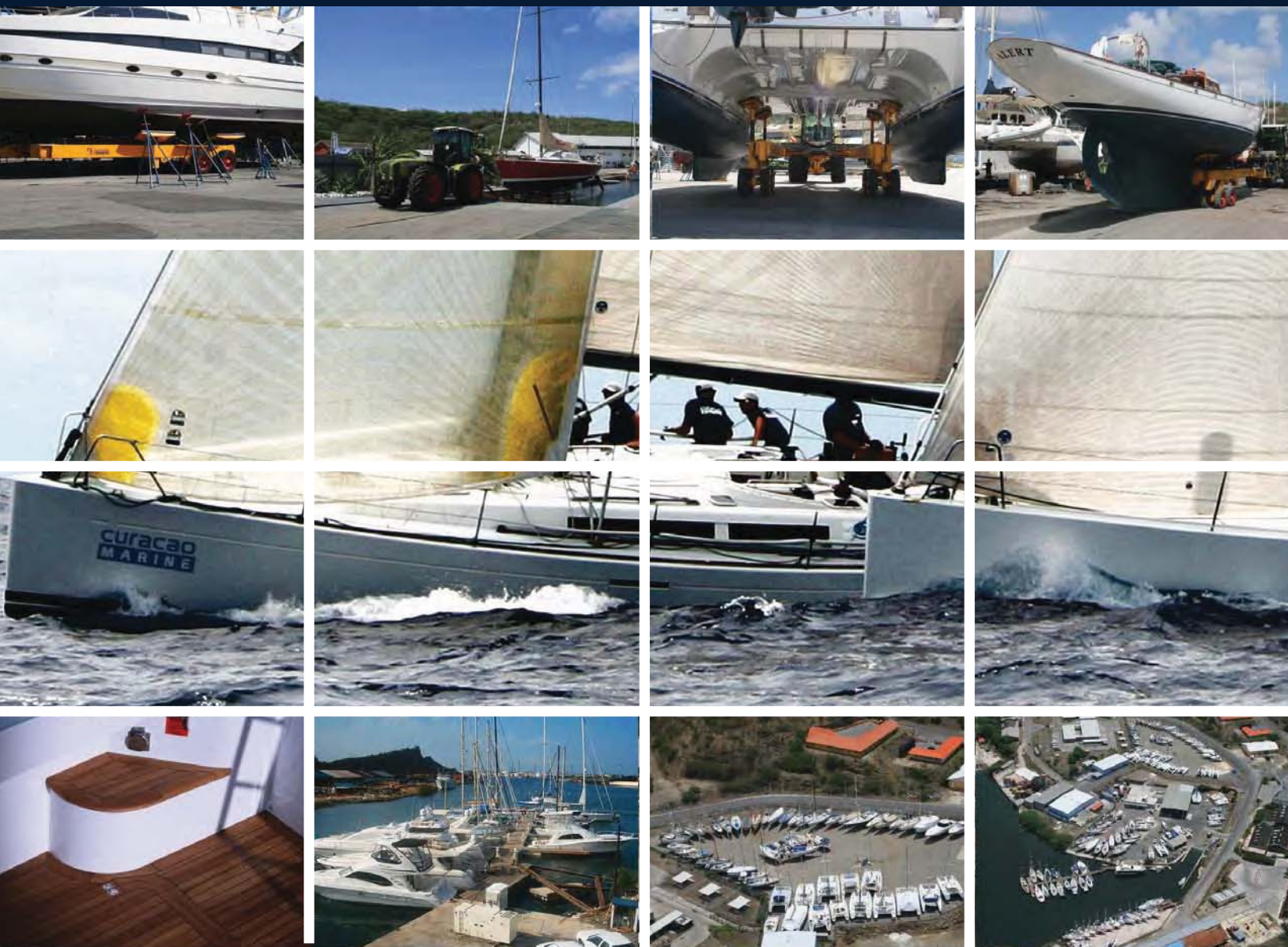
## ALL AT SEA'S CARIBBEAN BOATYARD GUIDE

		Latitude	Longitude	Phone Number	Maximum Draught	Maximum Length	Maximum Beam	Maximum Air Draft	Power Supply	Arrival Hours	Lift 1 Type / Capacity (Tons)	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facilities
Jolly Harbour, Antigua	<b>Jolly Harbour Marina / Boat Yard</b>	17 04 46.4 N	61 54 37.0 W	(268) 462-6041	10'	250'	no limit	no limit	110/220	8am-5pm	70	•	•	•	•	•	•	•
Aruba	<b>Varadero Caribe</b>	12 32 N	70 02 W	297-588-3850	7'	85'	23'	no limit	120/240	8am-4pm	60	•	•	•	•	•	•	•
Tortola, BVI	<b>Nanny Cay Hotel &amp; Marina</b>	18 25 0 N	64 37 0 W	(284) 494-2512	11'	160'	45'	no limit	110v 30amp/ 220v 50amp/ 3 phase 100 amp	7am-6pm	70	•	•	•	•	•	•	•
Tortola, BVI	<b>Soper's Hole</b>	18° 23' 46"	-64° 41' 53"	(284) 495-3349	7'	65'	18' and 40'	7'	110/220	8-5, Mon-Sat	45	•	•	•	•	•	•	•
Tortola, BVI	<b>Tortola Yacht Services</b>	18 25 N	64 37 W	(284)-494-2124	10'	68'	20'	no limit	220V, 50A, 110V, 30A	7-4, 7days	70	•	•	•	•	•	•	•
Virgin Gorda, BVI	<b>Virgin Gorda Yacht Harbour</b>	12° 01:00	61° 40:05	284-495-5318	10	150	34	no limit	110/120	6am-6pm	70	•	•	•	•	•	•	•
Curaçao	<b>Curacao Marine</b>	12° N	68° W	599 9 562-8000	9'	120'	33'	193	110/220 380	24/7	40	•	•	•	•	•	•	•
Boca Chica, D.R.	<b>Marina ZarPar</b>	18 26.4 N	69 37.23 W	(809) 523-5858	7.5'	65'	28'	no limit	110/220 380	9am-5pm	70	•	•	•	•	•	•	•
La Romana, D.R.	<b>IBC Shipyard</b>	18° 23' 55" N	68° 53' 55" W	+809 449 3321/ 3323	12'	110'	26'	no limit	110/220 3 phase 100/50/30 amp	8-5 M-F	120	•	•	•	•	•	•	•
Grenada	<b>Grenada Marine</b>	12° 01:20	61° 40:42	00-1-473-443-1667	12'	75'	31.5'	0	110/220	8-5, M-F; 8-12, Sat	70	•	•	•	•	•	•	•
Grenada	<b>Spice Island Marine Center</b>	12 5 N	61 43 W	473-444-4257	12'	70'	25.4'	0	110/230	8am-4:30 pm	70	•	•	•	•	•	•	•
Puerto Rico	<b>Varadero @ Palmas</b>	18 04' 37"N	65 47' 57"W	787-656-9211	11'	110'	26'	no limit	50/30 amp	8-5, 7days	110	•	•	•	•	•	•	•
St. Lucia	<b>Rodney Bay Marina</b> <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	16.5'	190'	50'	no limit	440 three phase/220/110	8-5, Mon-Sat	1000	•	•	•	•	•	•	•

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**1 Nail Bay, Virgin Gorda, BVI.** Located on the easternmost part of the exclusive Nail Bay Resort complex, this 3 building property with expansive covered porches is very close to pretty Nail Bay Beach, Long Bay and Mountain Trunk Bay. There's a fully equipped kitchen, dining room that can seat up to 10, expansive master suite with indoor and outdoor showers connected to the main house by a covered glass-walled walkway, separate 2 BR guest quarters, and a veranda that stretches the length of the home and leads to a native Caribbean coral stone surrounded 25' x 15' swimming pool dramatically situated at the promontory's edge, providing a fabulous view of the sea and islands. Tranquil tropical living with all the amenities! Price: \$2,950,000

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**2 Simpson Bay Lagoon, St. Maarten.** Villa Margarita is a yachtsman's dream. Located in the gated community of Aquamarina on the calm protected waters of Simpson Bay Lagoon, two boat lifts are operational on the waterfront dock. All 5BR's boast views of the ocean and lagoon. Fully furnished and ready to move in. The entertainment complex at Maho Resort area is 5 minutes away and Princess Juliana International Airport is a 10-minute drive. Restaurants, bars, casinos and shopping are all nearby. Price: \$3,100,000

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**3 Northwest Coast, Dominica.** Investment buyers seeking an elegant and genuine eco-friendly business or family retreat property – this one's for you. The fully-furnished main villa and 4 cottages sit on 9.5-acres of land bordered by a pristine river. Stunning views over the Caribbean Sea stretch to the nearby French islands and Dominica's mountainous west coast to the south. Beaches, moorings, ferry service, shopping and dining are only 10 minutes away. Price: \$985,000

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**4 Spring Estate, Bequia.** The Rosata is a 3BR 3BA 3-floor spacious villa complete with swimming pool that sits hillside with a panoramic view of Spring Estate and the sea beyond. Beautifully decorated with wooden structures, the railings and roof are made from Green Heart and the villa's huge glass windows and doors are made of Cedar. Price: \$1,250,000


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**5 Sint Michiel Bay, Curacao.** Own a hotel in paradise! Formerly the Sint Michiel Bay Inn, the 19 BR 19 BA hotel condo sits on 1.5 acres of seaview land that is walking distance to the beach. The complex includes a relaxing family room, large dining room, balcony, large patio, swimming pool and parking. Price: \$702,248

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Owners version. Spotless,  
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**56 ft Stealth Power Cat.**  
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tered. Glorious luxury &  
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**1998 Hunter legend 40.5**  
Excellent condition clean  
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grip. Immaculate **\$260K**



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**OWNERS VERSION** Clean  
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Awesome pedigree!



**2006 Leopard 40, four cabin.**  
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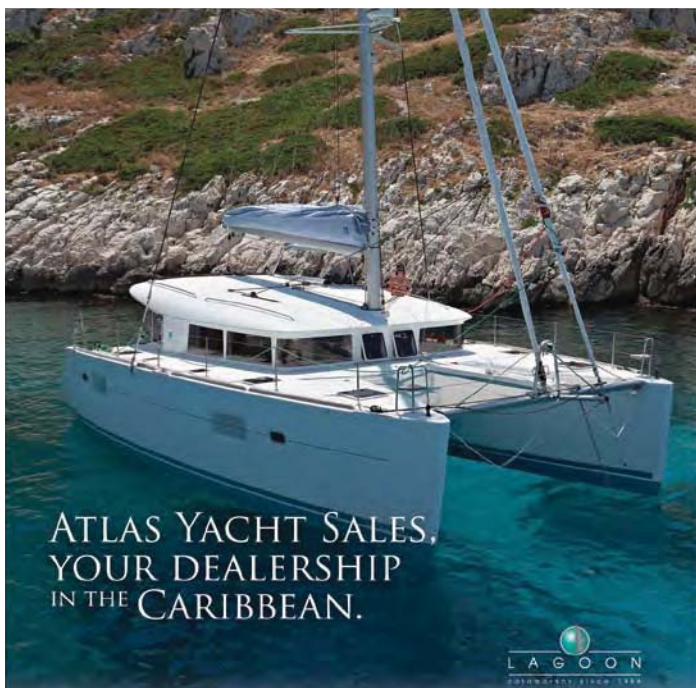
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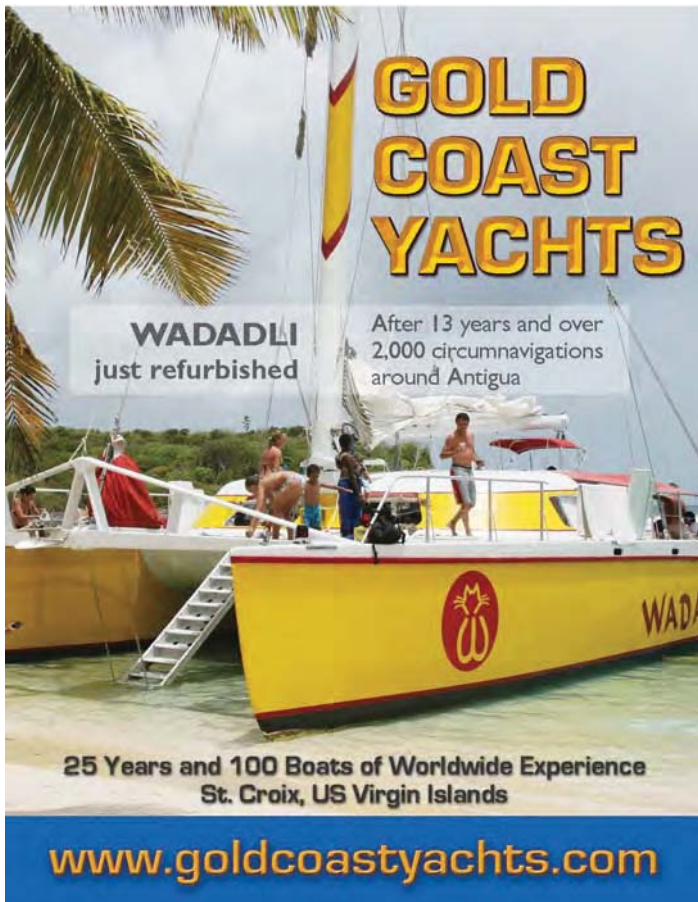
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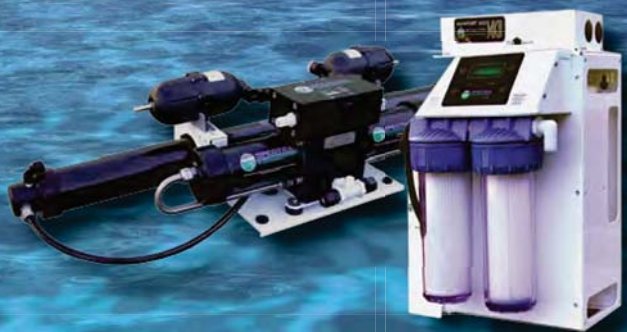
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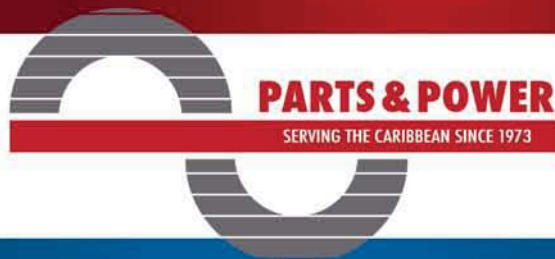
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Prep time: 15 minutes. Cooking time: . Serves: 4

- |  |  |
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| <p><b>4 Dorado fillets (about 1 inch thick) or any other white meaty fish with no bones</b></p> <p><b>1 large aubergine (eggplant) cut into ½ inch thick slices</b></p> <p><b>2 beef tomatoes, thinly sliced</b></p> <p><b>1 small ball of mozzarella cheese, thinly sliced</b></p> <p><b>1 handful of fresh basil, remove stalks</b></p> <p><b>2 tbsp balsamic vinegar</b></p> <p><b>3 tbsp olive oil</b></p> | <p><b>SALSA VERDE:</b></p> <p><b>2 large handfuls parsley, finely chopped</b></p> <p><b>2 tbsp capers, rinsed</b></p> <p><b>1 tbsp dill pickles, finely chopped</b></p> <p><b>2 cloves garlic, crushed</b></p> <p><b>3 tbsp red wine vinegar</b></p> <p><b>¼ cup olive oil</b></p> |
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Make the Salsa Verde by combining the parsley, capers, dill pickles, anchovies and garlic in a bowl. Stir in red wine vinegar and olive oil. Set aside.

Brush aubergine (eggplant) with some of the olive oil and cook under a hot grill or in a griddle pan until golden brown on both sides. Drain on paper towel.

Heat a little oil in the griddle pan and cook the Dorado fillets (about 12 minutes) or until golden brown. Add the balsamic vinegar to the pan with the fish and cook for 1 minute.

On 4 serving plates layer the aubergine, followed by the basil, tomato, mozzarella and dorado, then drizzle with Salsa Verde and serve.

*Note 1: This is an excellent lunch or dinner entrée. Mark says "I have combined numerous vegetables and textures so that it can be served on its own without additional side dishes."*

*Note 2: Recipe can also be made with plantains instead of aubergines, as shown in the photo.*

In summer I love to make a compote of sautéed fresh cherries. Do this by warming pitted cherries with a generous handful of sugar in a covered saucepan until very soft and juicy, about ten minutes, then add a shot of Kirsch at the end. You can prepare the cherries a few hours before you plan to serve them – or even the day before – the cherries get much more flavorful and the juices thicken into a glistening ruby-red sauce as they sit.

A bottle of kirsch is great to keep in the galley. A few drops of kirsch highlights and augments the flavor of every kind of berry imaginable, along with peaches, plums, etc.



Dorado (Mahi Mahi) Stacks with Salsa Verde

#### TUNA BURGERS WITH GINGER & CARROT SAUCE

Prep time: 30 minutes. Cooking time: 4 minutes. Serves: 4

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| <p><b>SAUCE:</b></p> <p><b>2-inch piece of ginger, peeled and chopped</b></p> <p><b>1 small carrot, roughly chopped</b></p> <p><b>2 tbsp rice wine vinegar</b></p> <p><b>1 tbsp sesame oil</b></p> <p><b>1 tbsp low-sodium soy sauce</b></p> <p><b>Pinch of sugar</b></p> <p><b>2 tbsp water</b></p> <p><b>Kosher salt and freshly ground pepper, to taste</b></p> <p><b>GARNISH: 1 cup spicy sprouts</b></p> <p><b>4 whole-grain hamburger buns</b></p> <p><b>½ avocado, sliced</b></p> | <p><b>BURGERS:</b></p> <p><b>1 lb sushi-grade tuna</b></p> <p><b>3 tbsp plus 1 tsp extra virgin olive oil</b></p> <p><b>2 tbsp low-sodium soy sauce</b></p> <p><b>1 lime, juiced</b></p> <p><b>1/3 cup chopped fresh cilantro</b></p> <p><b>1 tbsp grated fresh ginger</b></p> <p><b>Kosher salt and freshly ground pepper</b></p> |
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Sauce: In a food processor, pulse the ginger and carrot until finely chopped. Add the vinegar, sesame oil, soy sauce, and sugar and process until smooth. Drizzle in water and combine; season with salt and pepper. Transfer the sauce to a bowl and set aside.

Burgers: Chop the tuna into chunks. Wipe out the food processor and add the tuna; pulse a few times to break up the pieces. In a bowl, mix 2 tbsp olive oil, the soy sauce, lime-juice, cilantro and ginger; season with salt and pepper. Pour over the tuna and process until well blended. Form into 4 patties; brush each lightly with the remaining olive oil.

Preheat a grill or frying pan. Once hot, add the burgers and cook for 2 minutes on each side for rare, or to preferred doneness.

To serve: Place the burgers on buns, top with sauce, avocado and sprouts.



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





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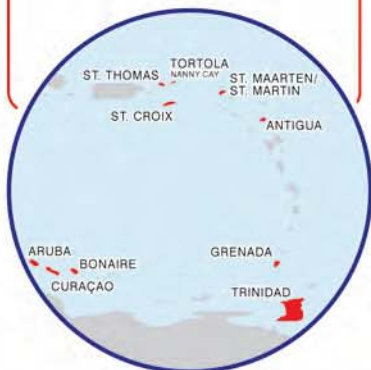
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