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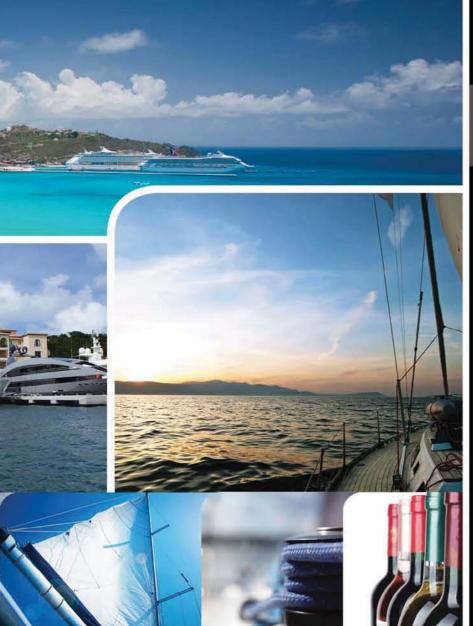
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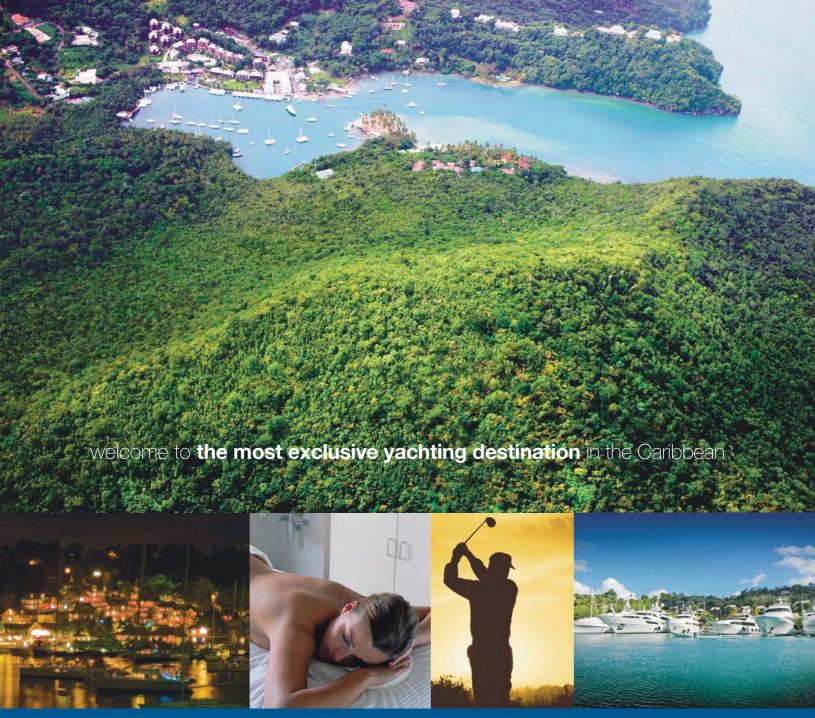
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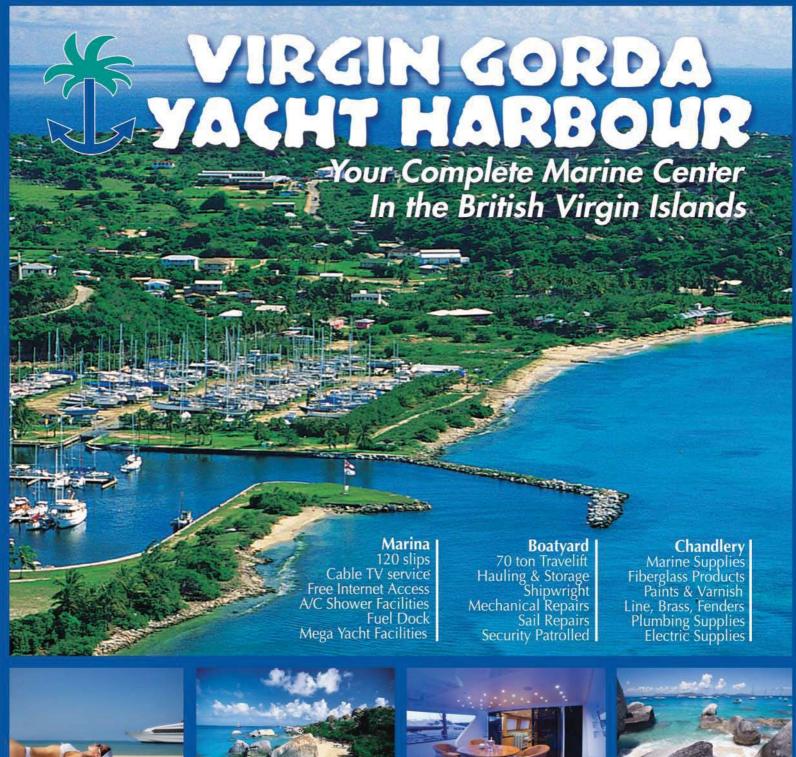
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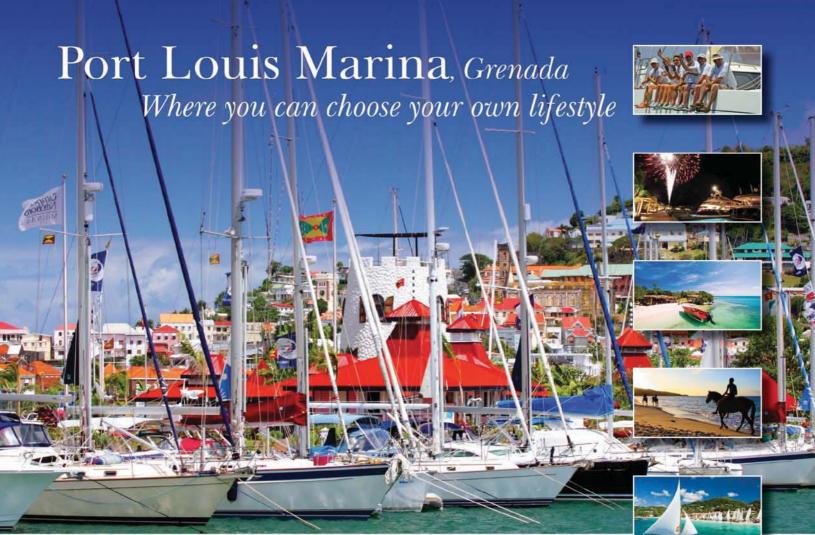


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80	\$1.75	\$1.58	\$0.79	\$25,565	
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### **CHARTER TRENDS**

nce upon a time ... In this edition we take our yearly look at what's new in the world of chartering. And I couldn't miss the opportunity to share a tale from my days as a charter boat skipper.

This happened a long time ago, before captains needed paper qualifications, smart phones and laptop computers. I was freelancing for a company in the British Virgin Islands, a company that has long been out of business. They were a grand little organization but they could not keep up with changing trends or compete with the charter/vacation packages offered by the big fleet operators that were taking over the industry.

At the time, I didn't care about the company's financial woes, I had enough of my own and a skipper's job was very welcome. My first charter was made up of a group of French youngsters in their late teens - two girls and three guys. The charter, on a 47-foot yacht, was a present from the father of one of the guys for passing some exams. Our academic hero and leader of this pack of spoiled brats made it obvious from the start that daddy had not only paid for the charter, he'd also paid for a servant. Me.

I never could work out whether it was a deliberate attempt on the father's part to instill some backbone in his petted son or he was simply trying it on, but he had chartered the boat without stores or provisions. The only food onboard was a few packets of stale potato chips.

At this point, I wasn't too worried, after all, these were rich kids on daddy's dime and we would be dropping anchor in all the popular places around the BVI. Places where restaurants served good food and it was a rule of the charter company that guests included the skipper when eating ashore.

I knew I was in for trouble by their behavior on the first sail. While the two attractive girls and their handsome boyfriends cavorted about the deck in a state of near undress, the single male, a surly runt of a lad, refused to join in and looked daggers at anyone who went near.

No one wanted to help sail the boat. The girls didn't want to chip their fingernails and the 'alpha garçon' made it quite clear that I had been retained to do all the grunt work. It wasn't a good career move to punch a guest on the first day so I smiled and let it go.

We settled down in our first anchorage and the troops went for a swim and then sluiced off with fresh water, almost emptying the tanks. After swimming, the couples retired to

their cabins and made the boat rock while the cuckold went to the aft deck to plot his revenge.

A couple of hours later and we gathered in the cockpit. The girls were dressed to the nines complete with stiletto heels, which I immediately made them remove, and the guys were smoking joints, which I took from them and threw overboard. At least I was popular with the cuckold!

I asked them where they wanted to go for dinner and offered them a choice of restaurants. They looked at each other, shrugged in a Gallic way, and said they would eat onboard because they had been given no money.

I shared out the bags of stale potato chips and they told me they were going to have me fired.

Next morning we sailed back to the charter base.

It should have been the end of the charter. I should have left the boat, but I didn't. The charter company contacted the father and a little money was forthcoming. I helped the group provision the boat with rice and beans and Pot Noodles. One of the girls told me she didn't eat such s&#t! I told her to get off the boat. She said sorry and asked if she could stay.

#### It wasn't a good career move to punch a guest on the first day so I smiled and let it go.

I won't say it was the happiest of charters but by the time it was over, they were sailing the boat and eating broth from the thrice boiled carcass of a chicken I had plucked and butchered on the second day. The brat whose father chartered the boat lost the main halyard up the mast after I told him to tie it off, and I made him go and get it in the boson's chair. He started to cry but came back to the deck a hero. The cuckold scored with one of the girls and I had to break up two fights.

On the last night, I took everyone ashore at Bellamy Cay and got 'em rip roaring drunk.

When I dropped them off at the charter base, they said it was the best vacation they had ever had and would recommend me as skipper. I didn't get a tip but one of the girls gave me a French kiss.





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## LETTERS TO THE EDITOR



Dear Sir,

I read with interest the article in your August 2012 edition of *All At Sea* regarding Grenada's Amazing Underwater Art.

We are thrilled that our underwater sculpture park continues to draw writers from around the world but noted a couple of errors that I would like to draw to your readers' attention.

Jason de Caires Taylor has created two sculpture parks, one in Grenada and one in Mexico. The two of the pieces mentioned in your article, the Volkswagen Beetle and Man on the Couch, actually relate to the Mexico underwater museum.

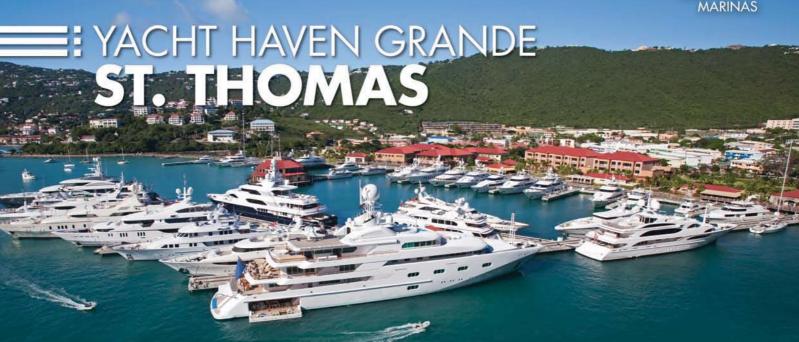
The sculptures in Grenada are indeed within the Marine Protected Area (MPA) but the costs highlighted within the article are slightly misleading. The cost to use one of the yachting mooring balls is \$10 USD but there should be no additional charge to snorkel or to dive as this is included within the \$10 USD.

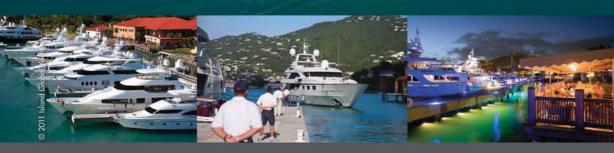
Grenada Underwater Sculpture Management, Inc (GUSMI) is a non-profit organization dedicated to the maintenance and development of the Underwater Sculpture Park. We are actively seeking sponsors and support for the various projects that are on-going at this time. Should your readers wish to find out more please contact me at: Howardclarke900@hotmail.com

Best regards, Howard Clarke, Chairman GUSMI

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COVER SHOT: Another day in paradise | Photo courtesy of The Moorings





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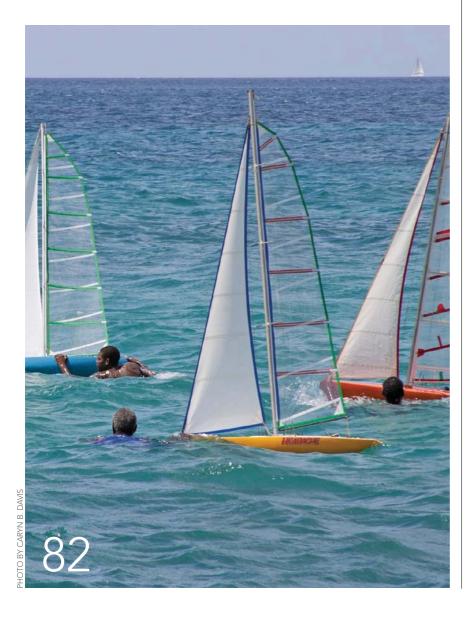
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# ALL AT SEA

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# WHERE IN THE WORLD?

CONGRATULATIONS, VESA AND THANKS FOR READING ALL AT SEA!



Vesa Tuomala, says, "Hi Caribbean sailors!"

Greetings from Helsinki, Finland. I am working as the 1st Officer on the cargo ship *M/S Midas* sailing the Caribbean Sea. I found a copy of your amazing magazine "All At Sea Caribbean" in St. Thomas. As you can see from our ship's ECS display and radar, we are outward bound from Charlotte Amalie to San Juan, Puerto Rico.

I would like to read this nice magazine on my vacations at home!

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# **ISLAND EVENTS & INTERESTS**

ALL AT SEA'S CARIBBEAN COVERAGE





# **CARIBBEAN NEWS**

#### A BRIEF LOOK INTO THE HAPPENINGS OF OUR WORLD



#### **Around St. Maarten Multihull Regatta** changes format

A statement issued by the St. Maarten-St. Martin Classic Yacht Club Foundation and the Sailing Club St. Maarten Foundation (SCSMF) has named the SCSMF as the new organizing authority for the Around St. Martin Multihull Regatta.

The multihull regatta was started three years ago as a race organized by the Classic Yacht Club with Mirian Ebbers as race director. The new foundation was formed to allow the multihull regatta to become independent.

"This year we will have two days of racing, with the first day going around the island. On day two we will have multiple shorter courses," says Ebbers, director of the 2013 regatta.

The Sint Maarten/St. Martin Multihull Regatta takes place February 22nd to 24th 2013. www.StMaartenMultiHull Regatta.com

#### **Pro Kids Bonaire Freestyle** & Slalom Championship

The 8th Pro Kids Bonaire Freestyle and Slalom Championship was a fantastic way to celebrate the 25th anniversary of the Aquaspeed Bonaire Windsurfers Organization. The event included windsurf freestyle and slalom competitions, stand-up paddleboard races, dominos, bolas (Bocce ball), and beach soccer. The Telbo Big Splash competition, where participants race across a course of trampolines, logs, jungle gyms and more inflatable floating obstacles while the fire department uses their big hoses to try to knock the participants down, made for great entertainment. The festival drew participants from several countries including Mexico and the USA, and attracted some of the top ranked sailors in the world.

Photos, videos and full results are available on the event's

website along with the trailer for Children of the Wind. The documentary tells the story of young children from Bonaire who journey from humble beginnings to international fame in the sport of windsurfing, transforming not only their island but the face of the sport worldwide. http://www. prokidsfreestyle.com

#### Grenada celebrates the return of the Mandalay

'The spice island welcomes home the Windjammer Mandalay' says the Grenada Tourist Board who made the announcement following the decision by the Mandalay's owners to again choose Grenada as the ship's Home Port. In a press release, the board said: "The Mandalay can often be seen at anchor off the Carenage in St George's and this boost to our tourism product should be enjoyed by many."

The Mandalay's 2012 itinerary will take the ship to many islands and anchorages in the Southern Caribbean.

#### Yacht Haven Grande St. Thomas appoints new general manager

Island Global Yachting Marinas announce the appointment of Gili Wojnowich as the new General Marina Manager for Yacht Haven Grande's Marina. This is a promotion for Mr Wojnowich who has been at Yacht Haven Grande since 2010 where he served as Assistant Marina General Manager.

Wojnowich is a native of Savannah, Georgia, and a graduate of Emory University (Atlanta) where he earned a Bachelor of Business Administration degree in Finance from the Goizueta Business School as well as a Bachelor of Arts degree in Spanish. He holds a USCG Master Captain's License and is an avid fisherman, boater, and scuba diver.

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

#### ANNAPOLIS, MD OCTOBER 4 - 8

United States Sailboat Show **Boat Show** 

www.usboat.com | 410-268-8828

#### GUADELOUPE **NOVEMBER 2 – 4**

Triskell Cup | Sailing Regatta www.triskellcup.com organisation@triskellcup.com 0690-49-57-57

#### JAMAICA OCTOBER 20 – 27

49th Annual Port Antonio Intl. Marlin Tournament Deep Sea Fishing www.jamaic as portfishing.com

#### ST. BARTHELEMY (ST. BARTH) NOVEMBER 14 - 18

St Barth Cata Cup Sailing Regatta www.stbarthcatacup.com info@stbarthcatacup.com

#### ST. CROIX, USVI **NOVEMBER 9 – 11**

20th St Croix International Regatta Sailing Regatta

www.stcroixyc.com 340-773-9531

#### ST. LUCIA

**OCTOBER 19 - 23** 

St. Lucia International Billfish Tournament Deep Sea Fishing

#### www.stluciabillfish.com ST. MAARTEN / ST.

#### MARTIN NOVEMBER 23 – 25

Course de L'Alliance Sailing Regatta www.coursedelalliance.com hdorvil.mfl@wanadoo.fr 0590 51 11 11

#### MARK YOUR CALENDARS:

#### **BONAIRE REGATTA**

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http://www.bonaireregatta.org

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#### Contest entry dates and details

Entries must be received by the last day of each month. Sea Hawk will choose the monthly winners and the Grand Prize will be awarded in December, 2012. Please make sure your photo is of high quality. Email your entry to Contest@SeaHawkPaints.com. \*See Official Rules online at SeahawkPaints.com/contest

# **YACHT CLUB & FISHING CLUB NEWS**

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#### **Virgin Islands Game Fishing Club**

The fun of sports fishing translated into the joy of giving and receiving on August 16th, when Virgin Islands Game Fishing Club (VIGFC) board members presented a \$5000 check to the Boys & Girls Club of St. Thomas, compliments of the VIGFC's July Open Billfish Tournament (JOBT).

"The tournament was a success this year and we are happy to be able to contribute once again to the Boys & Girls Club of St. Thomas," says tournament director Jeffrey Kreiner.

The VIGFC and its annual JOBT have benefited the Boys & Girls Club of St. Thomas for over 20 years.

"This donation will be used to support our entire program," says Jacqueline Brown, director of the Boys & Girls Club of St. Thomas. "It will go towards the purchase of first aid supplies, school and educational materials, sports and recreational equipment and more."

The Boys & Girls Club of St. Thomas serves over 160, six to 18-year-olds annually, both afterschool and during summer and school holidays. The Club's comprehensive series of programs, which include homework assistance, job preparation skills, sports and fitness activities, health workshops and participation in Project Learn, enables young people to reach their full potential as productive, caring, responsible citizens.

In addition to monetary and in-kind donations that over past years have included computers and Christmas parties complete with presents, the VIGFC has also treated Boys & Girls Club members to an opportunity to fish. On July 1st, 58 of the Club's six to 17-year-olds lined the docks at the American Yacht Harbor Marina for the July Open Kid's Tournament. For most, it was their first try at this water sport and it provided a life-changing experience.

"I was so happy I was screaming when I caught my barracuda," says ten-year-old Ronequa Krigger, a sixth grader at Lockhart Elementary School.

Fishing, and catching, came easier than expected to 11-year-old D'Tasia Huggins, also a six grader at Lockhart. "I caught a puffer fish. It was pretty easy. I definitely want to go fishing again!"

The VIGFC was founded in 1963 by a small group of dedicated sports fishing enthusiasts with the goal of enjoying and promoting the sport of fishing in the Virgin Islands. The Club's JOBT is the longest annually held angling contest in the Virgin Islands and it is the tournament that put the territory on the world's blue marlin fishing map with Elliot Fishman's all-tackle world record 845lb blue marlin in 1968. The JOBT will celebrate its 50th Anniversary in 2013. The Boys & Girls Club of St. Thomas is the VIGFC and JOBT's chief beneficiary.

For more information, call 340-775-9144 or visit: www. vigfc.com

Report submitted by Carol M. Bareuther



Please send your Yacht Club & Fishing Club News to: editor@allatsea.net



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# **AN IN-DEPTH LOOK AT A DOG-EARED MANUSCRIPT**

BY CAP'N FATTY GOODLANDER

hen I first sailed into the Lesser Antilles in the late 1970s, Peter Muilenburg was already a legend. The moment I 'reached' St. John, United States Virgin Islands, I started scheming on how to get out to the East End to meet him.

My first impression was a shock: he was nothing like I expected. Where was the radical anti-war protester? The Calypso-kissed Merry Prankster? The courageous freedom rider who risked his very life so that others could walk free? The shady South American adventurer with balls of stainless steel? The Old African explorer? The shrewd Yankee Trader with a bilge full of love? The distinguished Dartmouth grad?

I found none of this. What I found was a friend, a truly nice guy, and someone to genuinely look up to.

Human beings are complex. Peter Muilenburg is an especially complex sailor. I could easily paint him as a saint, and just as easily paint him as the devil incarnate—a man who should be locked up and have the key thrown away. But both perspectives would lack perception—and it is my job as a writer to bring clarity and insight, not confusion. So I will start again, on a slightly different tack. Peter Muilenburg became a legend through force of moral will.

Moral will?

Yeah.

I know that sounds kinda strange. What do morals have to do with sailing and cruising and eternally 'messing around with boats'?

Well, in Peter's case, everything.

Peter Muilenburg was, and is, a preacher's son. His whole life is based upon Right and Wrong. In Peter's world view, there are choices. There is good and evil. You can do the right thing or the wrong thing.

Such a world view could easily translate into a 'holier than thou' attitude. Not so, in Muilenburg's case. In fact, the opposite took place. Peter often falls short of his own mark. Thus, he's compassionate and sympathetic to sinners—as he knows he is one.

Yes, Peter is a complex beast. He marches to his own drummer. He cares not a wit what polite society thinks—especially a capitalistic culture that values war and violence over peace and love.

In a sense, Peter is an unrepentant hippy who didn't get



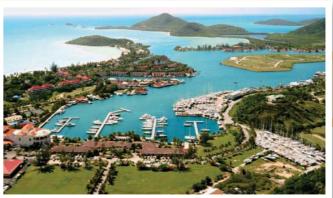
A Seadog's Tale – The True Story of a Small Dog on a Big Ocean by Peter Muilenburg. Cadent Publishing (ISBN 978-1-937644-07-9-51495) - 270 pages. Also available as an eBook for Kindle

the memo that brotherhood went out of style with love beads. He still believes 'the love you get is equal to the love you give' as the Beatles sang back in the day. He is a 1960s radical in the sweetest, purest sense of the word—he named one of his sons after Castro, for gosh sakes.

When he hears the term 'weatherman', he still thinks 'Underground'.

To say that Peter and I hit it off would be an understatement. We immediately sensed our common ground. He was ... well, a bit of a big brother to me—someone I could go to when I was wrestling with a Big Issue. I just knew he'd never betray a confidence. His personal integrity shone through everything he did.







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#### Sailing Humor

He served this role of 'moral counselor' to many a wayward sailor on St. John. In a sense, he tended to his flock just as his missionary father had in the Philippines. It didn't matter if you were rich or poor, or black and blue, or white and sad, or liberal or conservative—Peter would be there for you.

... mostly saying nothing, of course, but that's what a true friend does: listen patiently and compassionately as you work though your own answers.

Peter and I had much in common. We both loved our wives unabashedly. We were family men, first and foremost. We loved sailing and the sea so much we built our own vessels from scratch. And we believed in acting on our beliefs, not just holding them like crystal tea cups.

In Peter's case, this meant being a Freedom Rider in the Deep South in the early '60s—when such activity often resulted in death (if you were lucky) and worse, if you weren't. (The sadists of the KKK were equal-opportunity torturers.)

This is where Peter developed his taste for hot sauce. Everyone in The Movement back then was poor. There wasn't much to eat. And sharing was, of course, at the very core of

So Peter always shared his rice and beans with any and all of his fellow travelers—what a shame so many of them didn't like it so hot-hot-hot!

Of course, at some point the '60s died. For me, it was when Nixon was re-elected by a landslide. I, and much of my generation, became disillusioned. We fled 'back to the farm'.

Peter choose a more watery path—cruising to the Virgins aboard his very basic wooden sailboat in desperate search of Nirvana. Amazingly, he found it in a sleepy place called Coral Bay. He and his wife Dorothy became local school teachers. (Dorothy founded Pine Peace School on St. John, which morphed into Gift Hill and thrives to this day.)

But the past was never far behind Peter. Just when he thought his radical days of protest were over—Richard M. Nixon came to his very doorstep. Suddenly Peter was all over the international news, tacking back and forth in front of the exclusive Caneel Bay resort with a mainsail that read, 'While Nixon Lazes, Indochina Blazes'!

Peter always put his body (and heart and soul) where his mouth was.

True, protesting with a tiller in one hand and a Pina Colada in the other was a lot better than being locked up in jail and waiting to be lynched by the local racists—but the Lord Works in Mysterious Ways, right?

Sure, Peter was famous for building a boat and sailing it hither and yon—as well as river-traveling in the more remote estuaries of inland Africa. Yes, it was scary when that white-robed witch doctor came aboard (with his many followers) in Gambia—and nearly bled to death on deck demonstrating the infallibility (well, NOT!) of his local amulets.

But mostly what Peter was famous for was being a friend. This is seldom the case. But the more I consider it, the loftier the position of 'friend' becomes. Peter wasn't any kind of a razzle-dazzle leader—yet, on important local issues, his opinion was sought by both continentals and locals alike.

He didn't say much—and never injected himself into an issue—which made his words carry weight.

One seldom known fact about Peter was that he was such an avid historian. While cruising Spain, he spent much of his time in their national archives, reading firsthand about the Pirate El Draco (Sir Francis Drake) and his ruthless rampage in the Caribbean.

Another aspect of Peter's multi-faceted character is that, as the years progressed, he became increasingly focused on his writing.

He wrote primarily for SAIL magazine, but his prose also appeared in Reader's Digest, Caribbean Travel and Life, and, yes, All At Sea.

One seldom known fact about Peter was that he was such an avid historian. While cruising Spain, he spent much of his time in their national archives, reading firsthand about the Pirate El Draco and his ruthless rampage in the Caribbean.

As a man, Peter was modest. As a writer, however, he dreamed big. And so it is only natural that a man known for his friends would cap off his writing career with an in-depth biography of his best friend ... who also just happened to be Man's Best Friend.

That's right; Peter Muilenburg's latest book is a biography of a remarkable dog named Santos. It is entitled A Seadog's Tale, and subtitled, The True Story of a Small Dog on a Big Ocean.

... well, it is actually about a lot more than just Santos but the charming, dapper little pure-breed Schipperke is the wonderful, alert, sensitive warm-blooded device Peter uses to tell his sea story ... which is infused with love on every page.

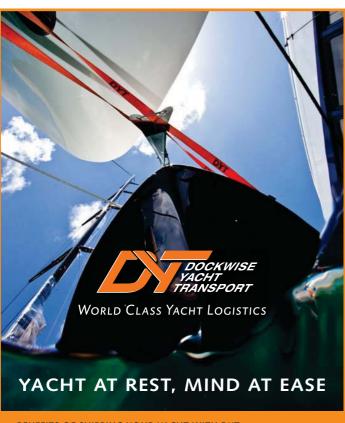
I guess every good writer can be summed up in a word and Muilenburg's word is LOVE.

I know, I know, we writers are supposed to be notoriously jealous of, and competitive with, each other.

But Peter Muilenburg's prose hooked me from the moment I read the first sentence—and has never let me down since.

Peter's writing is like the man himself—lean, sincerely, brave, muscular, and spot-on. He's a keen observer of life even through the eyes of a tiny, brave dog.





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#### **SAILING SCHEDULE**

October, 2012 - June, 2013

VOYAGES FROM THE MEDITERRANEAN			VOYAGES FROM THE EAST COAST USA		
TO THE CARIBBEAN			TO THE CARIBBEAN		
Genoa	Martinique	11/2012	Newport	St. Thomas	11/2012
Palma de Mallorca	→ Martinique	11/2012	Port Everglades	Martinique	02/2013
Toulon	→ St. Thomas	04/2013	Port Everglades	→ Martinique	06/2013
			Port Everglades	→ St. Thomas	10/2012
TO THE EAST COAST USA			Port Everglades	St. Thomas	02/2013
Genoa	→ Port Everglades	10/2012			
Genoa	→ Port Everglades	11/2012	TO THE MEDITER	RANEAN	
Genoa	→ Port Everglades	12/2012	Newport	Palma de Mallorca	11/2012
Genoa	→ Port Everglades	01/2013	Port Everglades	→ Genoa	10/2012
Genoa	→ Port Everglades	03/2013	Port Everglades	→ Genoa	12/2012
Genoa	→ Port Everglades	04/2013	Port Everglades	→ Genoa	01/2013
Genoa	→ Port Everglades	06/2013	Port Everglades	→ Genoa	02/2013
Palma de Mallorca	→ Newport	10/2012	Port Everglades	→ Genoa	04/2013
Palma de Mallorca	→ Port Everglades	10/2012	Port Everglades	→ Genoa	05/2013
Palma de Mallorca	→ Port Everglades	11/2012	Port Everglades	Palma de Mallorca	05/2013
Palma de Mallorca	→ Port Everglades	05/2013	Port Everglades	Palma de Mallorca	06/2013
Toulon	→ Newport	04/2013	Port Everglades	Toulon	03/2013
Toulon	Port Everglades	04/2013	Port Everglades	→ Toulon	06/2013
VOYAGES FROM THE CARIBBEAN			TO THE PACIFIC WEST COAST		
TO THE MEDITERRANEAN		Port Everglades	Golfito	12/2012*	
Martinique	→ Genoa	03/2013	Ü		
Martinique	→ Toulon	06/2013	TO THE SOUTH P	ACIFIC	
St. Thomas	→ Genoa	03/2013	Port Everglades	Auckland	12/2012*
St. Thomas	→ Palma de Mallorca	11/2012	Port Everglades	Brisbane	12/2012*
TO THE EAST COAST USA			*Cailing originato	s in Palma do Mallorsa in	November
			*Sailing originates in Palma de Mallorca in November, 2012, with port calls in Martinique, Port Everglades		
Martinique	→ Port Everglades	12/2012	and Golfito in December. The voyage arrives in Auck-		
St. Thomas	→ Newport	04/2013	land, New Zealand, in perfect time for the 2013 NZ		
St. Thomas	→ Port Everglades	04/2013	Millennium Cup's February 14 start.		
				,	

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#### Sailing Humor

Me, I'm a cat person. I'd often joke with Peter that I was going to give him a gift certificate from a taxidermist for Christmas—so he could have Santos as a permanent figurehead aboard his beloved Breath.

Peter never took offense-and the mere mention of Santo's name (regardless of context) would plant a smile on his face.

And, I must admit, Santos was an extraordinary seadog. We sailed many ocean miles together over the years. And I wasn't the only one who thought he was the smartest member of the crew.

The thing that amazed me most about Santos was, when he was around us humans, he blended right in. He was ... well, for all intents and purposes, human. But if another dog showed up, Santos would somehow subtly and effortless shape-shift into, well, an ordinary canine.

... and he was a rascal! Trouble? Oh, Lordy, that dog could get in it, and all the while charming his way through prince and pauper alike.

Me, I'm a cat person. I'd often joke with Peter that I was going to give him a gift certificate from a taxidermist for Christmas—so he could have Santos as a permanent figurehead aboard his beloved Breath.

Most of the stories in this book I originally heard as oral sea yarns in the cockpit of Breath, Peter's gaffrigged Paul Johnson-designed double-ended ketch. Dorothy would be passing up conch fritters, and his sons Raff and Diego would be equally aglow at singing the little mutt's praise.

Santos would listen intently—as if making sure of their veracity.

Mutual friends of ours keep asking me if this (new) book is as good as his previous: Adrift on a Sea of Blue Light. I immediately reread that one (it is right next to my own books on Ganesh's bookshelf) to make a fresh, comprehensive comparison. Gee, I'm not sure. I guess I will have to re-read both yet again—before jumping to

Editor's note: Fatty and Carolyn are currently in Trinidad, fixing up their new Wauguiez 43 ketch for circle #3.

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: fatty goodlander.com





## **SAILING WITH CHARLIE**

THE JOURNEY

BY JULIAN PUTLEY GRAPHICS BY HANNAH WELCH

harlie, in his role as a sailing instructor, was recently asked to do a power boat course on a motorized catamaran. Charlie has always treated motor boats with some disdain: Where's the skill? Where's the pleasure? Where's the sense of achievement? Cruising sailors have the philosophy that the enjoyment is in the journey not just the destination. They are also aware of the impact of their cruise; the effect on the environment. 'The wind calls the tune', is the mantra, and the maxim,

'a power boat can't go around the world on one tank of gas' is a truism rather deriding the power boater.

Charlie, though, is pragmatic; we all have to live in this world. His diplomatic side says that the power boater should be allowed to power to his destination while using up the world's supply of fossil fuels and polluting the atmosphere in the process. If he wishes to slam into head seas while jarring every bone in his body, that's his business. It's just unfortunate for him and his crew that he has never learned the beauty of harnessing the wind, of reaching to a fresh breeze, of enjoying the constant trade winds with the quiet lap of the waves on the hull.

Power boaters often do not endear themselves to others when they roar past anchorages creating a wake to roll your boat from beam end to beam end. After you've scraped up your dinner - or mopped up your beer from the cabin sole - you sigh wearily and wonder why these megalomaniacs are in such a hurry to race somewhere so they can tie up and ... do nothing. It's a follow on from life in the fast lane. And the big shiny speeding boats with motors designed to deafen anyone within a mile—are the operators really sexually inadequate and have to make up for it by the size of their ... bow thrusters?

I suppose the boating experience can be likened to life itself. Are we here for the journey or are we here for the destination? Well, I think there can be no doubt that the purpose of life is to make the best of the journey



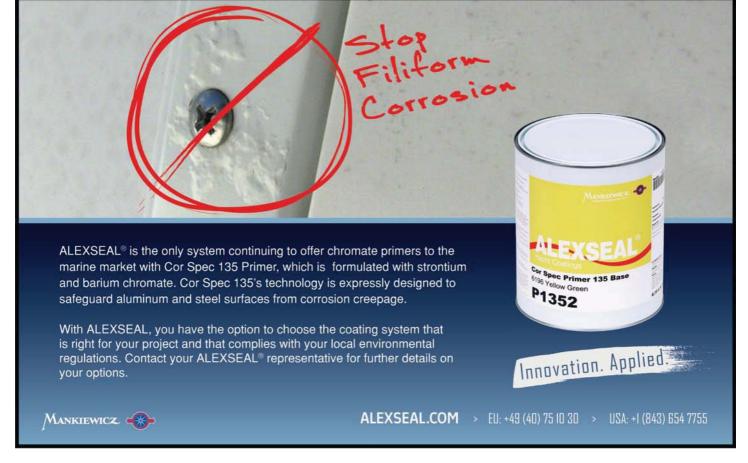
because no-one knows what the destination will be like. Even the most devout religious leaders preach that heaven will be the reward for a selfless and moral life. But when the Pope gets sick he doesn't say, "Yippee, I'm going to die soon ... heaven, here I come." No, he rushes to a medical expert for medicines to prolong the ups and downs of life. You see, even he is a little apprehensive about the destination.

It was just a week ago that Charlie got into a conversation with guest Tom re: sail versus proverbial stink pot as he rolled his way to Anegada in the BVI on the above mentioned power cat. The short passage from Virgin Gorda is usually a delightful beam reach on a sailboat but on a small power cat it is a rolling, sea-sick inducing, crashing and banging nightmare, and that's in a sea of only threefeet. That evening at happy hour Charlie had nearly managed to convince his guests that a sail boat vacation was the only way to go. Then they got into the dinghy and off they went. "Why don't we have a sailing dinghy?" asked Tom with a smirk.

Instead of saying the destination has drinks and dinner and we need to get there fast, Charlie said, "You ought to run for Pope." 0

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





# **BLACK GOLD WINS 2012 BVI BILLFISH TOURNAMENT**

BY CAROL M. BAREUTHER



he fish outnumbered the boats in the 2012 BVI Billfish Tournament. Fished July 30th - August 2nd, out of the Bitter End Yacht Club in North Sound, Virgin Gorda, three teams released a total of 18 blue marlin in three days of fishing, a statistic which is sure to attract even more teams next year. Yet in the end, it was Harry Sargeant's 65ft American Custom Yacht, Black Gold, that won the tournament with eight blue marlin releases.

"There was some rough weather the first day from a passing tropical storm, but it was really nice that the fishing grounds were only a short ride away - only 18 miles from the marina to the west end of Anegada and the drop-off. We fished a three-mile area in that location the entire tournament," explains Black Gold's Capt. Keith Bokenhagen.



On the final day, Therapy released three blue marlin to finish second

The Florida-based Black Gold saw five blue marlin on the first day, and angler Harry Sargeant released two to put the team in the lead based on time. Florida's George Lorton, whose team hoped to defend its 2011 title aboard Lorton's 68ft Hatteras, Therapy, also released two blues to secure second place. Texas angler Gary Domel, fishing with sons Chris and Mason aboard the family's 48ft Cabo, Deguello, rounded out third place with one blue marlin release.

Day two, says Black Gold's Bokenhagen, "we had seven bites, jumped a few small ones off and caught three. The weather was much better and the fish were really biting."

Therapy released one blue to retain second place, while Deguello anglers caught two blues to tie Therapy on points but remained in third place based on time of release.

Black Gold never faltered in its lead straight through the tournament's final day, but Therapy nipped at their heels.

"The third day, Therapy had an early few bites and at one point we were neck and neck," explains Black Gold's Bokenhagen. "But we managed to stay ahead."

Black Gold secured its victory in a grand way when, after releasing two blue marlin in the morning, Sargeant hooked into an estimated 600-pounder mid-afternoon. It took him an hour and 40 minutes - or to within 19 minutes of the end of the tournament - to release the massive marlin.

Therapy also released three blue marlin the final day to finish second with six releases, while Deguello release one blue marlin to end third with four blue marlin releases.

"We had some really good fishing," Black Gold's Bokenhagen recaps. "The tournament was right on the full moon, there was a lot of fish up there and they were really biting."

The Black Gold team, which also won the inaugural BVI Billfish Tournament in 2007, included Sargeant, Bokenhagen and mates Matt Melchiorre and Eric Glaff. The team's prize package included a one-week Admiral's Vacation Package at the Bitter End Yacht Club.

Summing up, tournament director Al Behrendt, who also runs the Bahamas Billfish Championship, said, "So much of the pleasure of fishing out of Bitter End is the true Caribbean ambiance of the BVI. The anglers really appreciated, especially after a long day on the water, being able to relax in a friendly atmosphere steps from the marina. Each evening during the tournament there was a hosted cocktail reception and dinner with island music."

Next year's BVI Billfish Tournament will be held July 0 23rd - 25th.

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



## **GRANDPARENTS ON BOARD**

BY CAROL M. BAREUTHER



he joy of chartering knows no limit when it comes to age. Just ask 84 and 87-year-old Claire and Dick Reed. The two seniors accompanied their son Glenn and daughter-in-law Heather Dawson on a race charter aboard Select Yachts' 47ft Beneteau, Piggybank, for this year's St. Maarten Heineken Regatta. Dick worked the starboard Genoa winch throughout the race, while Claire tailed for the main. "We enjoyed it immensely, not only for the pleasure of the sail, but being all together with the whole family on an adventure," says Claire.

While there are no known statistics on the number of seniors who charter and whether or not this number is increasing, Steve McCrea, president of Ed Hamilton & Co, based in Edgecomb, Maine, says, "We certainly charter to a lot of seniors, often as part of a multi-generational family group, where the family patriarch has taking the whole family sailing on his bucket list."

What is the best type of charter for seniors - bareboat or crewed?

Carol Hansen, the Clearwater, Florida-based North American marketing manager for The Moorings, says, "Many se-



niors still love the challenge of sailing and skippering their own vessel. And, many from the younger generation appreciate the ease and comfort of having a captain and chef. Recently, age seems to be less of a factor in the choice."

However, adds Ann McHorney, director of Select Yachts N.V., in St. Maarten, "unless they have exceptional experience, I would certainly recommend crewed."

Sarah Sebastian, a broker for Nicholson Yachts in Antiqua, agrees. "Most of our senior clients look for crewed and choose a large cat or medium-sized megayacht."

One hull or two depends on the preferences of the charter client, says Narendra 'Seth' Sethia, base manager for Barefoot Yacht Charters & Marine Centre in St. Vincent & The Grenadines. "A traditionalist monohull sailor might be 93-years-old but still may never choose a cat. A 61-year-old who gets seasick would probably prefer a multihull."

In addition to the greater stability of multihulls, Kate Amor, the BVI-based marketing manager for Horizon Yacht Charters, says, "Cats are easier to get on an off, when swimming or getting in and out of a tender, but a few of our new models (Bavaria 36 and 45) have electronic transoms which allow for easier access onto the vessel and they are proving very popular."

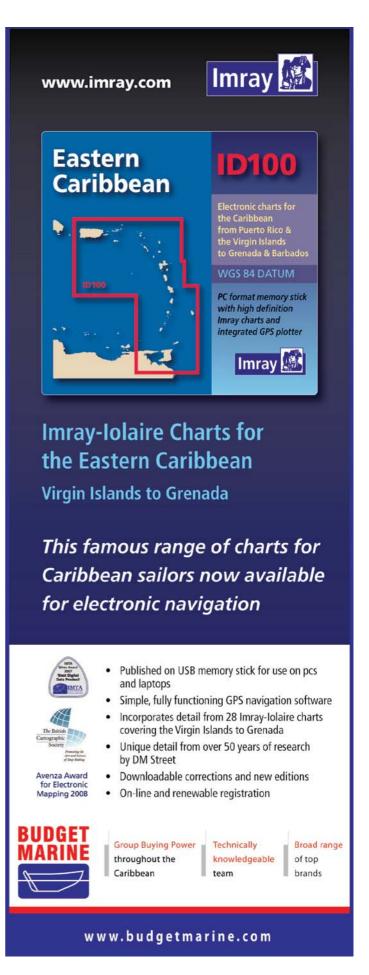
More seniors are considering power cat charters, says The Moorings' Hansen. "It allows them to skipper their yacht without the hoisting and winching." She says some seniors new to chartering may think this is an Outward Bound-type of vacation. It's not. "Bareboat sailing charters certainly require a little more energy than some vacations, but our newest yachts help with the heavy work with electric halyards and winches."

Ultimately, says Ed Hamilton & Co's McCrea, "it is up to the charter guest how active they want to be on their vacation. For example, you can swim, snorkel and hike, but especially if it's a crewed charter, you're not doing the physical part like actually sailing or cooking meals."

Nicholson's Sebastian agrees and adds, "Two or three older couples tend to look for creature comforts like large decks or outdoor areas for socializing, while multigenerational charters look for activities to keep the grandkids happy."

In the end, it was the chance to charter with so many generations onboard that proved an experience of a lifetime for the Reeds and their family, which also included two 60-year-olds, three 50-year-olds, plus three 20-year-olds. "We were so happy that our octogenarians were fit enough to do the charter and race," says daughter-in-law Heather Dawson. "And, it was thrilling to hear our 23-year-old niece say this was the coolest thing she had ever done!"

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



# OPEN WATER WRECK DIVING TREASURES

BY BECKY A. BAUER



hen scuba divers reveal what they consider dream dives, many would say discovering a previously unknown wreck where they find an ancient Greek coin, a bar of Spanish silver or gold, an Etruscan jar, a Columbian emerald destined for royalty before a hurricane sank the ship, or a rare cannon once used by pirates after they appropriated it from the Royal Navy. Only a very lucky few ever experience such dives due to the years required for researching ships' records, obtaining permits, and funding often fruitless searches not to mention the secrecy required in those endeavors. There are, however, multitudes of other wrecks throughout the world that bear their own wondrous treasures along with some danger. The target of a wreck dive can be watercraft, aircraft, military equipment, and in the case of man-made

bodies of fresh water, even the remains of churches, silos, barns, and homes.

There are two types of wreck diving. The first is open water surveying of the exterior of wrecks which we address herein. With a watchful dive master or instructor, even the most novice divers can participate in these dives. The second type of wreck dive is known as penetration diving wherein divers enter the wrecks eliminating not only ambient light but also direct access to the surface. This type of wreck dive should unconditionally be considered technical diving and should never be attempted by divers who are not trained and certified for penetration diving by experts in the field.

Wrecks in place for several years are fantastic locations for finding marine life much like healthy reefs. In fact, as more understanding is gained as to the critical importance

of reefs in the survival of all marine life, the sinking of unwanted vessels to create artificial reefs has become an industry unto its own. Sunken wrecks serve as nurseries for young animals as well as foundations for corals, sponges, and other incredibly interesting forms of marine life, often providing homes for creatures rarely seen otherwise. On well-established wrecks, if one takes the time to truly observe, a microcosm of life in our oceans displays itself. Prey and predator, from the smallest of juveniles to the top predators, inhabit these wrecks.

Not counting the pickup truck and the ski boat sunk in the guarry where this writer learned to dive; my first wreck dive took place off the island of Roatan on the wreck of the Prince Albert. This was only my second dive in salt water. Sunk in the mid-80s, after making a run from Nicaragua carrying passengers escaping the war there, the Prince Albert made my heart race with excitement on first sight. We followed the anchor chain path from shore when suddenly a large, hulking dark shape appeared in the distance. As we swam closer the Prince Albert began to reveal its many treasures in the form of soft and hard corals, sea fans, angel fish, thousands of silver sides, eagle rays, stingrays, and barracuda. It seemed as though almost every inch of the ship was covered in some form of marine life. Everywhere I looked there was something else to marvel over. There were Tunicates (sea squirts) galore that mesmerized





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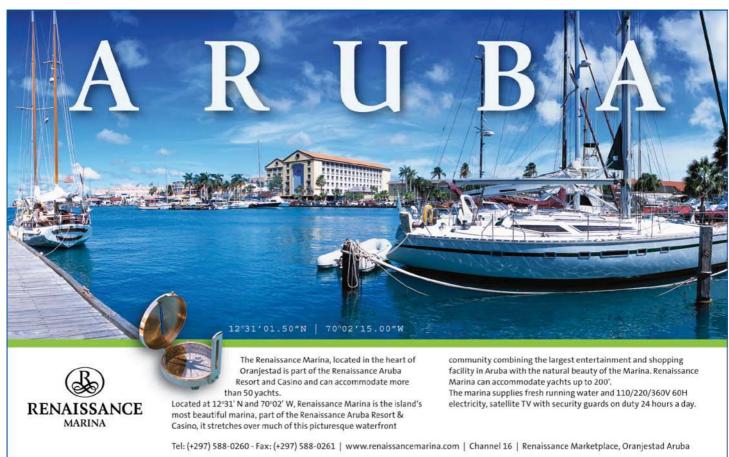
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my dive buddy and I as we watched them siphon water for food and 'squirt' out the filtered water.

As stated earlier, there is some danger in open water wreck diving with much more danger inherent in penetration wreck diving. Due to their nature and the abundance of marine life, especially on established wrecks, fishing over and around wrecks is guite common unless the wreck is located in a protected marine sanctuary and even then, it should be

remembered that poachers do not necessarily give attention to sanctuary boundaries. Fishing line and other fishing gear is easily snagged and lost on wrecks. Line is often difficult to see and many a diver has been entangled, so the ability to keep one's head and not panic is a must when wreck diving.

Divers should always remember their basic instruction. When entangled, do not twist and turn as doing so will cause the tangle to compound. A small dive knife and a pair of snips should be standard equipment when wreck diving since they are often necessary to cut away tangled line.

Another tool for wreck diving is a good dive light. Depending upon the wreck's location, currents may cause the water around wrecks to be a bit murky, and depending upon the location of the sun, one side of the wreck may be in shadow. In order to see what grows on the wreck and to peer into dark crevices that generally provide shelter for small, delicate life, a dive light assists in revealing the tiny critters that would otherwise be overlooked.

When wreck diving be aware that there may be jagged metal, frayed cables, broken masts and antennae, nails and other hazards that can tear or puncture flesh as well as equipment, so stay focused and be safe.

Lastly, observe all that is present on a wreck but do not take any souvenirs other than photos. Whether a wreck is deliberately sunk or sank as a result of disaster, each one has its

own story like the Prince Albert, who carried his passengers to safety before becoming home to hundreds of species of marine life. Leave the wrecks as they are for others to enjoy.

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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### **WALKING ON WATER**

BY JOE ZENTNER



tand up paddle surfing, or SUP, is a surface water sport, a variant of surfing where the surfer uses a paddle to move through the water while standing on a surfboard. Stand up paddle surfing is derived from its Polynesian roots. The Hawaiian translation is Ku Hoe He'e Nalu; to stand, to paddle, to surf, a wave.

#### History

Surfing as a sport developed in the eastern imagination in the early 1900s, when the Hawaiian Duke Kahanamoku first demonstrated the activity for onlookers at a New Jersey beach. The boards Duke and others rode at the time were hulks of planed wood, closer to their Polynesian antecedents than the performance boards surfers ride today. Design and materials both improved in the following decades.

Wisconsin-born waterman Thomas Edward Blake is credited with being a pioneer in paddleboard construction. While restoring historic Hawaiian boards in 1926, Blake built a replica of previously ignored 'olo surfboards' that had reputedly been ridden by ancient Hawaiian kings. Blake lightened a redwood replica by drilling holes in it, which he then covered, leading to development of the modern paddleboard.

Stand up Paddleboarding is today the fastest growing water sport in the world. In the 1950s Californians brought the sport to the mainland and it has been evolving as a water activity ever since.

The difference between modern surfing and SUP is that with Stand up Paddleboarding a person can paddle on the open ocean, in harbors, on lakes, rivers or any large body of water. Plus, many devotees believe, SUPing is easier to grasp

the first time it is tried. Paddleboarding is one of the best ways to achieve a great core workout, while being on the water.

After paddleboarding became popular, it was not long before inflatable paddleboards became a reality. These boards have no hard edges that can break or do damage to your car or boat. They can be stored in a closet, or any locker on a boat. The best part of inflatable paddleboards is you get ease of storage without sacrificing performance.

Paddleboarding is part kayaking, part surfing. You kneel on the board to start off, then stand up and use both hands to grip the paddle, paddling on either your right or left, depending on which way the wind is blowing.

The sport is graceful, simple and has a quick learning curve. Anyone from eight to 80 will usually be standing up and paddling early on. This is a silent, green sport that puts you in touch with nature in a new way. Standing on a paddleboard gives a person a new perspective on nature and an incredible view of sea-life below.

Best of all, SUP promotes balance, strength, general fitness and gives you a workout from your toes to your nose. It provides an excellent core muscle fitness activity.

Stand up paddleboarding seems to be especially popular among women, perhaps because of their gender's generally lower center of gravity. Many women are indeed more skilled at paddleboarding than are men. River SUP is definitely gaining in popularity among females due to the skill and agility that is needed to navigate many rapids.

For persons unable to surf, because of medical problems etc., paddleboarding is a great alternative that still allows a person to enjoy the waves. Paddle sports are an ideal way to get out and enjoy life. This is about as close as it gets to walking on water.

#### Where to Paddleboard in the Caribbean

Try Sandals' resorts in Jamaica and on the Turks and Caicos. On St. Thomas, head for Bolango Bay Beach Resort, or the Ritz-Carlton. People can also paddleboard in the Bahamas (Abaco Paddleboard) and in the Dominican Republic (Beach Bum Tribe).

It is difficult to explain precisely why paddling into a wave on a board generates such a buzz; the best way to find out what's involved is to actually do it. Stated simply, paddling adds a whole new dimension to surfing and takes a person back to the basic element that got us there in the first placegetting in the water and having fun. Whether you're tearing up the waves in the Caribbean or cruising down a river, standup paddleboarding has something for everyone. 0

A retired political science professor and freelancer, Joe Zentner has been writing about the outdoors for over 30 years.



### THE END OF THE LINE

#### CARELESS FISHING PRACTICES THREATEN SEABIRDS

STORY AND PHOTOS BY SUSAN ZALUSKI



n a remote windward shore in the British Virgin Islands, 500-600 pairs of Magnificent Frigatebirds (Fregata magnificens) nest together, helping to form the third largest seabird colony in the Caribbean and the only frigatebird colony within two hundred miles. One of the most iconic of Virgin Islands seabirds, these scissor-tailed animals, known locally as 'Man O' War', can be seen soaring effortlessly above the sea, performing aeronautic acrobatic stunts and swooping about with great agility and speed.

With an impressive seven-foot wingspan, these nimble birds are sometimes known to steal food from other unsus-





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## WHAT YOU CAN DO IF YOU ACCIDENTALLY HOOK A SEABIRD WHILE FISHING

(Adapted from USVI Division of Fish & Wildlife)

- Do not cut the line!
- Slow the vessel down or stop.
- Slowly bring the vessel toward the bird.
   Do not pull on the leader; this could cause more damage to the bird.
- Lift the bird out of the water with a dip net if possible supporting the bird's weight.
- Watch your eyes and control the beak to avoid injury to yourself; cover the bird's head with a towel if necessary.
- Gently grasp the bill, being careful not to squeeze too tightly or the bird may suffocate.

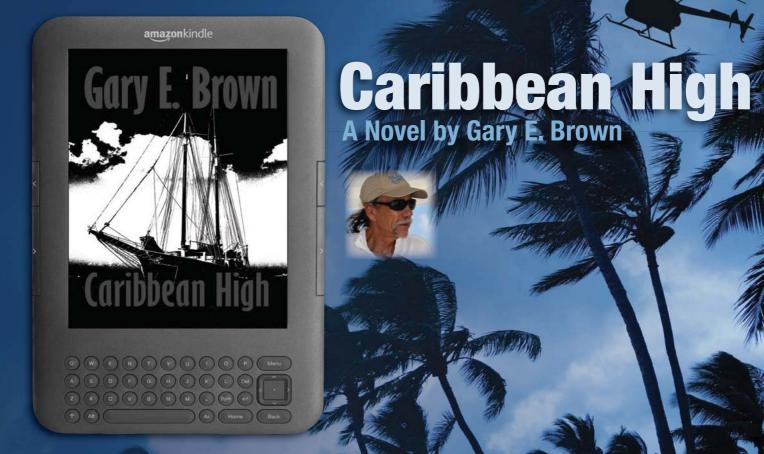
- Locate the hook and push the barb to the outside of the skin.
- Cut the barb and then back the hook out.
- Ensure that all fishing line has been removed and the bird is otherwise uninjured before releasing.
- Frigatebirds are not waterproofed like most seabirds and may need some time to dry out before releasing.

If the bird is injured or you can not remove the hook safely, bring the bird to a local veterinarian or to DPNR/Division of Fish and Wildlife in Red Hook, St. Thomas or Mars Hill, on St. Croix if in the USVI.

pecting birds in mid-flight, a type of animal behavior known as *kleptoparasitism*. However, unique nesting habits and biology compound the situation for the Magnificent Frigatebird. Firstly, frigatebirds' habits of eating 'on the wing' put them at a heightened risk of falling victim to lures skimming along the surface of the water. In the modern world, this skill may also help contribute to their demise, as it is sometimes a brightly colored plastic cap or artificial fishing

lure which captures their attention. From high in the sky, the frigatebird plummets, racing skillfully at this artificial (and potentially deadly) catch.

Much to the dismay of bird and fisherman, the scene that ensues after a Man O' War has been hooked by a fishing lure is often one of panic and confusion, though it all started innocently enough. Many times visiting tourists, new to angling, are fearful that they are hurting the





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- © Picked your book up the other day and now I can't put it down. Fabulous read! Steve Hammond, Manager of St. Maarten 12MeterChallenge.
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lt's the kind of a book that puts you there immediately. By the first paragraph, you are already lost in this other world, a very familiar world if you are a sailor, but even if you're not, you know you're coming along for the ride. And quite a ride it is! – Lisa Burnet, for the St. Maarten Daily Herald Culture and Leisure supplement, The Weekender

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



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struggling bird and plead with captains to cut the line, while other fishermen may just be irritated by the seabird struggling on their hook. As a school of fish that first attracted the seabirds may swarm about below the boat, the fisherman struggles with his unwanted avian by-catch. Whatever the motivation, the end result is often the same: the line is cut. Bird and man are temporarily relieved as the bird struggles to fly away, trailing an invisible strand, sometimes several meters long, of clear monofilament line. It may be the end of the story for the fisherman, but it is not the end of the story for the bird.

Being hooked can cause strangulation or deforming injuries that will ultimately translate to malnutrition and starvation for any seabird. Unique nesting habits and biology compound the situation for the Magnificent Frigatebird, however. Firstly, Frigatebirds' habits of eating 'on the wing' put them at a heightened risk of falling victim to lures skimming along the surface of the water. The colonial nesting habits of Magnificent Frigatebirds also increase the odds that a hooked bird will trail line back to the branches of the sea grape trees where the birds build their nests in close proximity to each other. There the invisible line will continue to ensnare other returning birds which, unable to break free from the deadly monofilament, will die.

Magnificent Frigatebirds have a lifespan of at least 35 years, and scientists believe that they may live up to 50 years of age, reaching sexual maturity at five to seven years. Frigatebirds only raise one egg at a time, and the young hatchling, naked and featherless, is extremely susceptible to mortality and can perish in the hot tropical sun or cold rainy conditions if left unattended. A frigatebird hatchling requires the attention of both parents, who work in shifts for the first few months to feed the young bird twice a day. Mothers will stay with their young until chicks are approximately a year old, despite the young bird being almost the size of the mother. Since the birds are constantly tending to their young, the absence or death of a parent may also lead to the death of young birds.

In summer 2011, Jost Van Dyke Preservation Society staff and volunteers visited the BVI's Magnificent Frigatebird nesting colony to carry out surveys and found a gruesome sight under the seagrape trees. A total of 57 dead frigatebirds were found hanging from hooks and tangled in line. The group worked for hours removing monofilament line to prevent further deaths of the nesting birds.

Susan Zaluski lives in Great Harbour, Jost Van Dyke. She is the director of the Jost Van Dyke Preservation Society, a non-profit agency dedicated to the preservation of the history, culture and natural environment of Jost Van Dyke.

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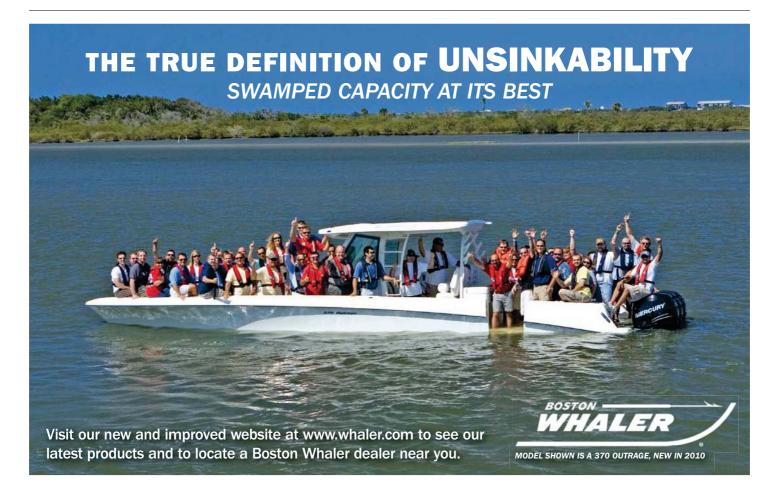
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uch has changed in the charter world since Commander Nicholson cast off on his first crewed charter in 1949 and Virgin Islands' sailors followed suit less than a decade later by chartering their homes for \$400 dollars a week for a party of four. Today, chartering continues to evolve and it's shaped both by current events and charter guests' wish lists.

#### 1. The Barometer is rising

Bookings have long been the barometer of the charter industry's health.

Narendra 'Seth' Sethia, base manager for Barefoot Yacht Charters & Marine Centre in St. Vincent & The Grenadines, says, "Less affluent folks are still hurting from the recession and this has been reflected over the past couple of years in a reduction in bookings. This past high season was good, but those who charter at this time tend to have higher disposable incomes. Our low season is currently well below what we would have liked."

Many people are now feeling comfortable enough with the economy to book in advance.

"There are still last minute charters," says Ellen Stewart, broker/owner of Stewart Yacht Charters, in St. Thomas,



USVI, "but people are booking way in advance as well, especially for groups of eight or more. The majority, though, are booked four to six months in advance."

Steve McCrea, president of Ed Hamilton & Co, based in Edgecomb, Maine, adds, "We're getting bookings now for one year in advance and inquiries for as far ahead as 2014."

#### 2. Cheaper charters that cut the pie differently

Charter clients are looking for traditional deals like lastminute discounts, says Kate Amor, the BVI-based marketing manager for Horizon Yacht Charters. "They are also shopping around a lot more and comparing prices."

Some yachts, adds Ann McHorney, director of Select Yachts N.V., in St. Maarten, "run specials, like kids go free or at half price."

Others, says Stewart Yacht Charters' Stewart, "charter for less than a full week. There are more requests for five-night charters or less and many boats offer short term charters without the additional ten percent per night."

"Another popular option," says Kelly Kiernan, interim director of the Virgin Islands Charteryacht League, "are half board charters or only seven breakfasts, four lunches and three dinners included. This typically reduced the charter price by \$1000."

What has been doing extremely well for Barefoot Yacht Charters is its ASA Sailing School, says Sethia. "The very reasonable per person rate of \$1,399 that is almost inclusive makes it affordable for even single travelers."

#### 3. Cats are where it's at

Multihulls, says Stewart Yacht Charters' Stewart, "are still the number one choice for more than two guests."

At Christmas and especially in July and August, catamarans are popular due to kids being on vacation, adds Horizon Yacht Charter's Amor.

A significantly higher percentage of first-time crewed yacht guests choose a multihull, says Barefoot Yacht Charters' Sethia, "so this trend continues exponentially."

#### 4. Sometimes one hull is better than two

Rates for a single couple, says Stewart Yacht Charters' Stewart, "makes the monohulls very competitive."

Horizon Yacht Charter's Amor adds, "We have a strong following that would never charter a cat and feel that going on a mono is real sailing."

#### 5. Power to the people

There are more motoryachts available for charter than ever, says Sarah Sebastian, a broker for Nicholson Yachts in Antiqua. "The cost of fuel isn't holding them back."

The increased rate of fuel, adds Stewart Yacht Charters' Stewart, "has led a few yachts to increase their all-inclusive rates."

Fuel-efficient yachts such as the Moorings Powercats are popular, says Carol Hansen, the Clearwater, Floridabased North American marketing manager. "It's a growing product for us. We haven't seen gas prices keeping our customers from chartering."

#### 6. Service with a smile

The more expensive crewed yachts, says Barefoot Yacht Charters' Sethia, "are still booking well because of affluent clients."

### **Ten Top Caribbean Charter Trends**

#### 7. A DIY vacation

Bareboat companies have yachts with more amenities like water-makers, says Ed Hamilton & Co.'s McCrea. "Examples are Dream Yacht Charters and Marine Max Vacations in the BVI."

The new 58ft Moorings 5800 catamaran will be available for crewed charter in December and bareboat for 2013. Amenities include electric winches and all sail control lines leading to the helm station, and a full suite of navigation electronics.

#### 8. Must haves - just name that tune

Today's charter guests are seeking greater onboard comforts and upgraded electronics. For example, they always ask about iPod connections, says The Moorings' Hansen. "We meet this need with air conditioning and generators on most yachts, iPod AUX connections, and even Apple TV on our latest Moorings 5800 catamaran."

"Requests for bareboats with air conditioning are increasing," adds Ed Hamilton & Co.'s McCrea, "although this is a challenge on small bareboats and monohulls due to space."

Cell phone service, Wi-Fi, and satellite TV, says Nicholson's Sebastian, "are considered standard aboard many yachts."

#### 9. Play with your toys

The 'hot' water toys are stand up paddleboards, says Select Yachts' McHorney. "We also see interest for our yachts that

have kite boarding and once again we're being asked for windsurfers. On the cats those big beanbag 'chairs' are fun for lying around on the trampolines."

#### 10. Destination: More adventure

Charterers are seeking more adventure with fewer crowds; an 'unspoiled' Caribbean experience, says The Moorings' Hansen.

"We're receiving charter requests for Belize to the Grenadines to the Spanish Virgin Islands," adds Nicholson's Sebastian.

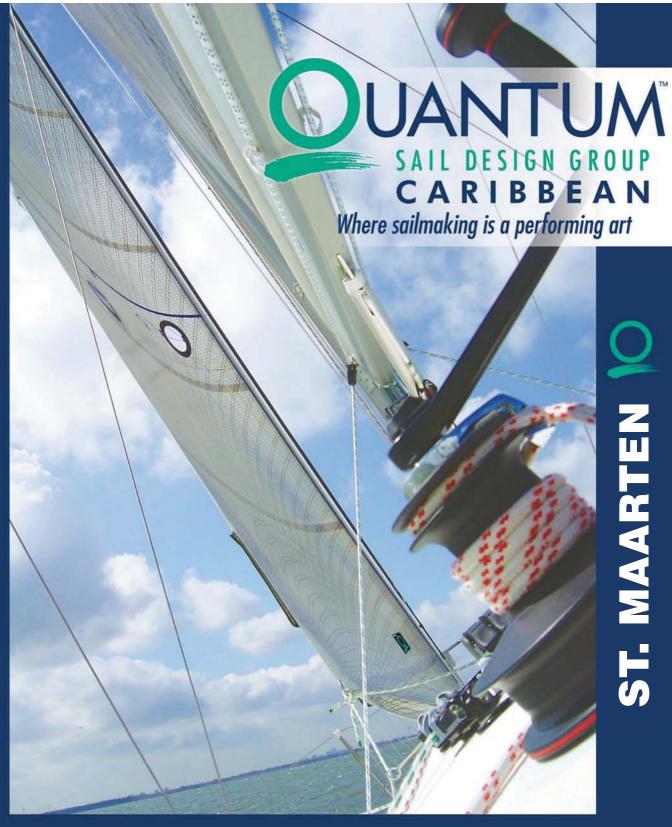
Barefoot Yacht Charter's Sethia, adds, "Central America appears to be slowly opening up to charters."

In more mainstream destinations, Horizon Yacht Charters' Amor says, "There's a slight increase in guests opting for 'one way' charter vacations, i.e. starting off in our St Maarten office and finishing in Antigua, enabling them to see more of what the down islands have to offer."

St Maarten now has the second largest Caribbean airport so we are doing more charters of all kinds out of here, says Select Yachts' McHorney. "It is an easy location for charters and provides everything from gorgeous private beaches to international night life and fine dining."

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





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### **CARIBBEAN CHARTER YACHT SHOWS PREVIEW**

BY CAROL M. BAREUTHER

f you have a crewed charter yacht, now is the time to sign up to show at one of the three charter yacht shows in the Caribbean. If you're a broker, plan to attend all three in order to get the best look at what the region has to offer. The Charter Yacht Society (CYS) Charter Yacht Show in the BVI boasts a spectacular collection of catamarans, the St. Thomas Fall Virgin Islands Charter Yacht League (VICL) Charter Yacht Show offers a unique mix of monohulls and small motor yachts as well as catamarans, while the Antigua Charter Yacht Show has earned the reputation as a 'big boat' show due to its fine fleet of megayachts. Here's what's new this year:

#### CYS CHARTER YACHT SHOW, TORTOLA, BVI

Some 75 yachts will be featured, with a good mix of yachts new to the industry as well as those already established, and 100-plus brokers hailing from the UK, France and Russia are expected to attend, says Janet Oliver, CYS executive director. "Increased enthusiasm for the show points to a strong upcoming season."

New this year, the show will move to Nanny Cay Resort & Marina, located two miles west of Road Town. Also new will be an Absolut Photo Contest. Categories include: Absolut Best Charter Moment; Absolut Best Action Photo; Absolut Best Charter Sunset and more. The contest encourages the many accomplished photographers in the fleet to show their stuff and also display content that sells the vacation and the BVI.

Greater strides towards a 'green' show will be underway, as well as activities such as CYS and CYBA (Charter Yacht Brokers Association) board members luncheon, Culinary Competition, Broker/Crew Farewell Dinner and day after show 'Charter Guest for a Day' sail.

Dates: November 6th – 9th 2012. Location: Nanny Cay Resort & Marina. www.bvicrewedyachts.com

### **Caribbean Charter Yacht Shows Preview**



Culinary judges onboard yacht Nutmeg at the CYS Charter Yacht Show BVI

### ST. THOMAS FALL VICL CHARTER YACHT SHOW, ST. THOMAS, USVI

Some 80 to 100 brokers are expected to view thirty yachts and learn about three increasingly popular booking trends, says interim director, Kelly Kiernan. "One is half-board charters with only seven dinners, four lunches and three dinners included. This gives guests the option to eat ashore and takes about \$1000 off the charter price. The second is to charter a crewed yacht like a bareboat where captain and crew come along as guides while guests pay for provisioning and cook themselves. This offers a charter that is only half the normal price. Also increasing in popularity are captain only charters which are least expensive.

New this year, the VICL (Virgin Islands Charter League) will debut its 'Green Boats – Blue Oceans Recycling Program'. The program, conducted in partnership with the USVI Hotel & Tourism Association, will encourage yachts to store rather than discard their recyclable cans and bring them back to a specially-marked recycling container located outside the VICL office at Yacht Haven Grande. Monies raised from the returned cans will be donated to 'My Brother's Keeper', a non-profit mentoring program that reaches out to at-risk young men and women and teaches them the social and vocational skills they need to become independent and employable in meaningful jobs.

Also new is a Broker Reception in the courtyard at the Windward Passage Hotel on November 10th. The VI Manufacturer's Association will set up tables displaying wares such as local crafts, candles, bush teas, jams and jellies, honey and creams. Brokers will see an example of a \$50 gift pack that includes a sample of each of these items

that can be ordered as a 'thank you for booking' gift for guests on arrival to their yacht vacation.

**Dates:** November 11th –13th 2012. **Location:** Yacht Haven Grande www.vicl.org

### ANTIGUA CHARTER YACHT MEETING, ANTIGUA

Upwards of 110 to 120 yachts and 350 to 400 brokers will attend this year's show, which has a new sign-up format for registration that allows brokers to create their own log-in and upload photos for ID badges. "This takes us to the next level and brings us up to date as well as more user-friendly, like the Med and Monaco shows," says show manager, Sarah Sebastian,

This year's theme for the perennial favorite Concours de Chef competition is 'A Healthy Fresh Start'. "The focus will be on Spa cuisine as well as emphasizing local and sustainable ingredients," says Sebastian. "We always encourage yachts to buy locally and I think guests expect tropical items."

Other activities include the second annual Adreas Liveras Yacht Hop as well as a number of different seminars and parties.

**Dates:** December 2nd – 8th 2012. **Location:** Nelson's Dockyard Marina English Harbour, Falmouth Harbour Marina and Antigua Yacht Club Marina, Falmouth Harbour. www.antiguayachtshow.com

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



### SPOTLIGHT: TOP YACHT BROKERS

In this section, get to know eight of the Caribbean's top yacht brokers—you'll be impressed by the depth of hands-on nautical knowledge they bring to their work. When you're on the emotional journey of buying or selling a boat, experts like these can reduce your stress level fast.

Professional brokers will weave your boat buying dreams together with wide-awake attention to the details that count. Some can arrange financing or provide charter management programs that can make the dream come true sooner than you think. And when it's time to sell, a broker's contacts and expertise will be invaluable for getting the mission accomplished.

Caribbean yacht brokers offer a treasure trove of knowledge you can tap into on critical matters like insurance, delivery, registration, crew staffing, maintenance, and provisioning—even the best places to cruise. After all, they know these waters better than anyone else.

### **123 HULLS**

Tortola, BVI



Carol and Greg

23 Hulls the BVI Yacht Brokers, located on Tortola, in The British Virgin Islands is a comprehensive marine services company that encompasses a full service yacht brokerage, yacht management company and a yacht delivery agency.

123 Hulls believes in offering extensive and expanded services for ever-increasing consumer demands and expectations. We make the purchase process hassle-free and pleasurable and the ongoing ownership experience as enjoyable and stress free as possible by providing guidance and assistance on everything from finance, insurance and vessel registration to our yacht delivery and yacht management programs,

At 123 Hulls we understand that buying a boat can be an emotional experience as well as a significant financial investment, which requires careful and knowledgeable guidance throughout the entire process. With our extensive knowledge of the yachts available in the Caribbean as well as in the U.S. and Europe make us especially well suited to handle your next yacht purchase whether it be a motor or sailing monohull, catamaran or trimaran.. Our knowledge and experience with an international clientele is unsurpassed.

From that first phone call or email through survey and sea

trial we at 123 Hulls are right there with you every step of the way to ensure you the best available boat to fulfill your needs, at the best possible price, and to provide after sale service with our in-house yacht management, as well as yacht deliveries. Our number one priority is to successfully match our client's needs, to a yacht that will exceed their expectations.

The secret of our success is experienced yacht brokers who listen to our customers needs and know where to locate the yacht that will fulfill those needs. All our yacht brokers are long time boaters who have an extensive knowledge of the multitude of vessels available in an ever changing market. At 123 Hulls we have over 30 years of combined yacht brokering experience.

Our aim is to make every stage of your yachting experience secure, fulfilling and pleasurable.

To find out more about Choosing a Broker, Buying a Boat, Selling a Boat, Making An Offer, Yacht Management & Deliveries please visit our web site at www.123hulls.com.

We look forward to meeting and working with you in making your dreams a reality. Best Wishes & Fair Winds, The crew at 123 Hulls the BVI Yacht Brokers.



### **ATLAS YACHTS**

Ceiba, Puerto Rico



Jim & Deborah Veiga

im Veiga is the principal broker for Atlas Yacht Sales, the largest and most well established sailing yacht and catamaran dealership in the Caribbean. Founded in 1998 in Fajardo, Puerto Rico at Marina Puerto Del Rey, Jim has helped sail boat buyers and sellers realize what has become known as the "happiest day and second happiest day of their lives". These of course being the day you buy your boat and the day you sell your boat. Atlas is in a great location to facilitate everything that's involved in the listing and sale of your boat. Marina Puerto Del Rey is the largest and most full service marina in the Caribbean and has haul out and storage facilities for just about any size sailing vessel.

Atlas Yacht Sales is the authorized Caribbean dealer for Lagoon Catamarans, Jeanneau Sailboats and Yachts, Prestige Luxury Motor Yachts and Marlow Hunter Sailboats. Jim stocks these new model brands which can always be seen at the private dock

facility of Atlas Yacht Sales on Dock 10 at Marina Puerto Del Rey. Jim specializes in the sale, commissioning and delivery of these great yachts to Puerto Rico and other Caribbean locations.

SailCaribe Yacht Charters was also founded by Jim in 2006. SailCaribe offers professional yacht management on new Lagoon Catamarans, Jeanneau's and Hunters and is also located at Marina Puerto Del Rey. SailCaribe is the premier bareboat charter company offering charters to the Spanish Virgin Islands of Culebra and Vieques. SailCaribe is endorsed by the Puerto Rico Tourism Company and offers clients who purchase their new vessels and place them in to management with Sailcaribe huge tax advantages under the Nautical Tourism Law just passed to stimulate this industry in Puerto Rico.

When considering a new sailboat or catamaran, please contact or stop by the offices of Atlas Yacht Sales and see Jim, Debbie and Maritere. As we say in Puerto Rico "siempre a sus ordenes".











ATLAS YACHT SALES

Atlas Yacht Sales/SailCaribe Yacht Charters • PO 1306 Ceiba, PR 00735 787-889-1978 or 787-439-2275 • jim@sailatlas.com • www.sailatlas.com • www.SAILCARIBE.com

### **B.V.I. YACHT SALES**

Tortola, British Virgin Islands



Clive Allen, Chris Simpson, Brian Duff

VI Yacht Sales is located at Nanny Cay Resort and Marina, the premier marine service location in the British Virgin Islands. This facility includes a 200-slip marina and full service yard, comfortable hotel and good restaurants set on a tropical island offering our clients the most enjoyable Caribbean yacht purchase experience possible.

With a staff of three full-time brokers, an office/closing manager and a marketing manager, we are amply staffed throughout all aspects of the brokerage.

Our Brokers include Brian Duff, with experience from owning many different yachts, sailing on almost every type of boat out there, and working in the of the industry for the last 15 years. Brian sold 'Southbound Cruising Services' in 2009, a rigging specialist shop he had created and run in the very active Annapolis area, before then making the move to BVI Yacht Sales.

Brian's knowledge of yachts is full and far reaching and he puts this to work helping you fully understand the boats you are considering buying. Having made a living upgrading boats and having rebuilt many too, Brian is very well equipped to advise sellers on the right little things that can be done to get the best sale price, fast! Brian and his wife Kim have many thousands of miles offshore and costal cruising already under the keel, and continue to cruise under sail, along with their 9 year old son.

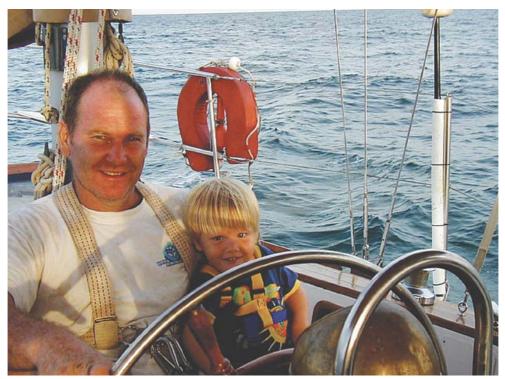
Chris Simpson is a full time broker and co-owner of BVI Yacht Sales. Prior to brokering he was Operations Manager for TMM Yacht Charter's largest base, taking care of 50 yachts for many years. Chris's early passion was teaching sailing, which he did for a decade in the U.K., including running his own RYA School with his wife and coowner of BVI Yacht Sales, Karen. Chris has spent the last 30 years in the sailing industry as well as much of his childhood years cruising offshore with his parents which, combined with his other sailing, totals around 40,000 miles. Chris is an RYA Yachtmaster Instructor who has a well rounded knowledge of most things nautical which he is always happy to share with clients.

Clive Allen, has been with BVI Yacht Sales since 2007. He started his nautical career in the diving industry over two decades ago leading him to work in Australia and Asia including running his own dive shop in the Philippines. Clive has spent 4 years liveaboard cruising from Hong Kong to Madagascar and, more recently, two years cruising the length and breadth of the Caribbean with his wife and young daughters. Clive's extensive travels have given him a well rounded outlook that allows him to quickly tune into any client's requirements, he is also fully fluent in French which is a great plus. Clive holds the French Ocean Captain qualification and has a strong background in diesel mechanics.



### THE LITTLE SHIP CO.

St. Maarten



Tony Brewer (I'm the one on the left)

robably the thing I love best about what I do ... is being at the cusp of change in people's lives. I facilitate people moving on to The Next Big Thing...buyers and sellers alike.

Having spent three years trying to get my own head around selling up everything and buying and refitting a boat to go sailing (I eventually ended up on a therapists couch...) and having spent almost two years trying to sell another boat through brokers a decade later, I am well placed to know what buyers and sellers want.

Essentially, I give my clients what I expect a broker to give to me...and I am picky.

It's that simple.

I have a background in the design, sales and installation of big ticket communication systems, where a knowledge based, proactive service was imperative. A lifetime spent tinkering with things mechanical, together with time spent as an apprentice aircraft mechanic before I came away, certainly helps too!

So too does the more than thirty years I have been messing about with boats of all sizes, plenty sea miles including two Atlantic crossings, the first being in 1981 navigating with a sextant and a lead line. (and Yes...we got lost.)

In the nearly twenty years we have been in the Caribbean, we have run charter boats, run charter boat bases, rebuilt "sunk to the bottom" hurricane destroyed vessels and project managed teams of workers refurbishing private and charter vessels...and bought and sold boats for our own account.

The brokerage was the next logical step...and we understand silver service!

Ask around...you will probably like what you hear...



### **MARITIME YACHT SALES**

St. Thomas, USVI



Dave McCall

y name is Dave McCall, owner/broker of Maritime Yacht Sales located in beautiful St. Thomas, US Virgin Islands and member of the Yacht Brokers Association of America. My goal is to broker transactions with exceptional personalized service resulting in fair deals that all parties feel good about. 2011 proved to be a very good year at Maritime and I have added two new brokers to my team. Eric Hammond works with me here in St. Thomas and Jack Scrase is brokering in St. Croix. Both men have extensive experience in the marine industry and share my business approach which is focused on a high level of customer service and professionalism. Here are a few key elements to our success.

EXPERIENCE: A big part of listing and selling boats is knowing boats. I began brokering in 1996 and felt it was a natural progression for me, having worked as a boat builder, sailing instructor and charter captain in the past. My associate brokers also have years of experience in either the brokerage business or as professional captains.

CUSTOMER RELATIONS: Knowing our customers in paramount. Regular communication with our customers allows us to stay abreast of any changes in their plans or preferences

and also enables us to stay current on any improvements made to their vessels.

LISTENING: While listing a boat the best source of information is the owner so we listen carefully when discussing the yachts history, maintenance and equipment. When working with a buyer, we want to hear about their past experience as well as features they prefer in a boat. Sometimes I gain my greatest insights to buyer's preferences while listening to their comments during a showing.

HONESTY: My reputation and my business are one in the same. We believe in full disclosure. There are no perfect boats. They all have positive aspects as well as a few items in need of attention. By being honest and upfront with people, we establish trust and respect early on. To us this is the best way to conduct business.

LOCAL KNOWLEDGE: The Caribbean is a yachting destination and we do our best to share local knowledge. Naturally we provide information on surveyors, marinas, lodging and other related services. Our customers respond well to the helpfulness which sets a positive tone for doing business. If you are ever in St. Thomas please stop by to say hello.

Who knows, we may have the boat you are looking for!



### THE MOORINGS

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Richard Vass, Giles Wood and Gwenaëlle Robic at the Tortola base of 400+ yachts.

eing part of The Moorings team, our brokers also have resources at their disposal to aid you in every aspect of the purchasing and selling process. Items such as transportation, accommodations, dockage, insurance, financing, and delivery, are examples of the areas where Richard, Giles and Gwenaelle can be invaluable assets to both buyers and sellers. When purchasing or selling a yacht through one of our brokers, you will not only be dealing with professional and licensed brokers on site, but also have the security of dealing with a publicly traded and bonded company that has offices globally.

Come meet Richard Vass (Tortola). He first moved to the British Virgin Islands eleven years ago, working for both Sunsail and The Moorings during this time. Richard's family are keen sailors and his introduction to yachts began at an early age. Drawing on his knowledge of charter yachts, passion for sailing, and his local knowledge, you'll find Richard a friendly chap who is happy to explain the brokerage process as well as help you find your dream yacht. He has 13 years of experience in the yachting industry. Most of these years were spent working with The Moorings and Sunsail between the Mediterranean and the Caribbean. In 2004 Richard joined the Moorings Brokerage Team and has been an asset not only to his many buyers and sellers, but also to the whole Moorings Team. Richard can be reached at rvass@mooringsbrokerage.com or on his cell phone at (1) 284-346-2016.

Giles Wood's (Tortola) first memory of sailing was sitting on the bow of a dinghy when he was about 5, while he sailed around the bay with his Dad. He has been sailing ever since. He joined the Moorings Brokerage Team in Tortola 5 years ago after having set up the sailing school here for Sunsail. Studying engineering at university, he worked as a sales manager selling classic and sports automobiles before turning back to the water. He is qualified RYA Yachtmaster Ocean Instructor and has been around the world skippering, racing, teaching and brings his enthusiasm for sailing to the brokerage. His hands on knowledge and experience is a great asset when looking for the right boat or getting onboard once you have found it. Giles can be reached at gwood@mooringsbrokerage.com or on his cell phone at (1) 284-346-0252.

Gwenaëlle Robic (St Martin) studied Marine and Environmental Science with Sports Management in France, before travelling to Australia to improve her English skills. Back in Europe, she was a sailing instructor for a well-known travel firm in the Med and also Guadeloupe in the Caribbean. She furthered her marine industry experience by working for a major sail-boat manufacturer in France followed by a yacht charter company in Saint Martin, Caribbean. With Gwenaëlle's vast yachting knowledge from the manufacturing and charter side, she will lend value to any deal with her customer dedication and product knowledge. Gwenaelle can be reached at gwenaelle. robic@mooringsbrokerage.com.



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### THE MULTIHULL COMPANY

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Alexis de Boucaud

Jeff Ludlam

**Gordon Forbes** 

Martin Jacobs

he Multihull Company prides itself on not just knowing the locals but on being a local! We speak the language, so to speak, know where the safe harbors and the rough passages are whether you are buying or selling a catamaran. TMC is the industry leader in sales of voyaging catamarans with documented market intelligence on what is selling, why and for what price. This is invaluable when you are buying or selling.

When it comes to multihull design and construction TMC's highly trained team of catamaran and trimaran experts know what works and what doesn't – and they are not afraid to tell you. They understand the needs of every type of multihull sailor, from coastal cruisers to world voyagers, offshore racers to live-aboards. They know the pros and cons of every major production model ever sold and have attended multihull surveys around the world and are skillful at counseling clients on the resolutions of "after-survey" issues. They are trained to be detail oriented about contracts, taxing and registration issues in multiple countries. They are firm and fair.

So, meet our team.

Alexis de Boucaud is The Multihull Company's Senior Broker who works with clients from around the world as well as his own backyard in Fort Lauderdale but splits his time between Fort Lauderdale and the French Caribbean island of St. Martin where he partners with Denis Guillebot and Bettina Rehn to better serve clients.

Jeff Ludlam is the senior broker in the Southern Caribbean, working the islands from Guadeloupe south and has been involved in the yachting industry for over 25 years. He has been both a yacht broker and an executive involved in the manufacturer of boats with the sort of experience it is tough to find. He is a consummate professional in every aspect of yacht sales.

Gordon Forbes is an associate broker working both Grenada and Trinidad and has worked as a surveyor and owns a catamaran himself which he sails in the Caribbean. He works often with Spice Island Marine and Grenada Marine which has a new wide travel lift and storage facilities that allows TMC clients to haul catamarans for surveys from this location, store them and have repairs made. Gordon is assisted by his son, Jaryd Forbes, who is serving as an apprentice broker working Trinidad and Grenada.

Martin Jacobs splits his time between St. Thomas and Tortola to better serve TMC clients there. Martin is fluent in German, French and Spanish and has sailed extensively in the BVI and USVI and even managed charter sails in the Dominican Republic.



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### **SOUTHERN TRADES**

Village Cay Marina, Tortola, BVI



The Team

outhern Trades Yacht Sales was formed in 1977 and operated out of Yacht Haven Marina in St. Thomas, USVI until relocating to Road Town, Tortola, BVI in 1997.

As such Southern Trades is the oldest independent yacht sales, management and charter company in the Caribbean. From the time of its inception, Southern Trades has always specialized in the resale of active, income producing, crewed charter yacht businesses. We have never attempted to be in the bare boat re-sale end of the brokerage industry nor have we ever really chased after mom and pop wanting to set sail for Australia when they retire.

Due to our excellent and prominent location in the heart of Caribbean chartering we have become the world-wide, industry leader in guiding new owners into ongoing, income producing, crewed charter yacht businesses which require little or no owner input; be it time or financial contributions. We also offer those yacht owners wishing to move up the opportunity to sell their yacht charter business. We are constantly in need of additional crewed charter yacht businesses that are for sale – we have willing and able buyers!!

We also own and operate the largest crewed charter yacht clearing house in the Caribbean and by doing so we follow up after the sale and assist new owners and assure them of getting off to the best start. We believe in hitting the ground running when it comes to purchasing an ongoing charter yacht business.

We assist in all aspects of USVI and BVI Government licensing, yacht registration, company formation, banking, insurance, parts procurement and professional crew staffing for the yacht. We have 3 fulltime staff devoted solely to our yacht management division for off island owners who require intensive, day to day management of their yacht, crew and charter business.

Our competent staff in our Tortola office includes charter consultants, accountants, yacht managers, crew liaison personnel, charter broker liaison personnel, yacht sales staff and government liaison staff. We are confident in our abilities to identify, locate and make successful almost any yacht that an owner may wish to place into the charter industry.

Please contact us for information on certain charter yacht businesses we are currently offering. We can supply budgetary information as well as prospective income stream reports and other pertinent information on the crewed charter yacht industry.







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### **OPTIMIST WORLD SAILING CHAMPIONSHIPS**

SINGAPORE SAILOR WINS FIRST EVENT HELD IN CARIBBEAN

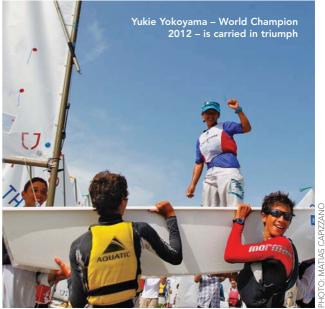
BY CAROL M. BAREUTHER



he Dominican Republic made history by serving as the first-ever Caribbean location for the Optimist World Sailing Championships, which celebrated its fiftieth edition in Boca Chica, July 15th to 26th. Two hundred and thirty sailors from 52 countries and five continents competed in the Club Nautico de Santo Domingo-hosted regatta, including 24 Caribbean sailors from ten island nations. Though Singapore sailors, led by championship title winner Yukie Yokoyama, finished in the top three as well as first in team racing, the island sailors benefited from the world-class experience and excelled in spite of non-typical weather conditions.

"Normal conditions at our club are 8 to 17 knots from the southeast," says regatta director Joaquin Pacheco, who also enjoyed watching three of his four children sail. "We only had two days with these conditions and the rest were very shifty and stormy. We managed to get in only nine races of the 12 programmed."

Curacao's Odile van Aanholt placed highest among the



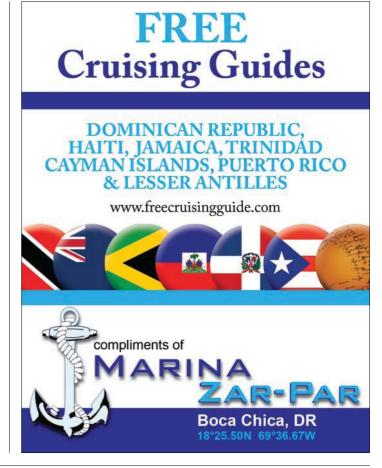


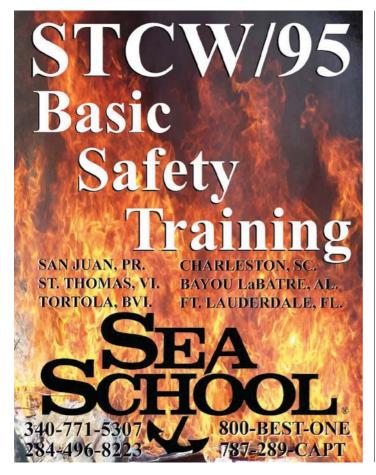
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### **Dominican Republic**

Caribbean sailors, finishing 33rd as well as third best girl overall and best Caribbean girl. "The wind direction wasn't stable and the same went for the strength. Because of this it was very hard to secure my position. Plus, I had lots of trouble with the starts. That caused my final result to not end up as high as I would have liked," says van Aanholt. "However," she adds, "I will be sailing another year in Optis combined with other boats."

The US Virgin Islands' Scott McKenzie ranked second among the Caribbean sailors. "The light winds had me in the middle of the fleet. I just worked on good starts and playing the shifts the best I could," says McKenzie, who will also continue sailing Optimists another year as well as train in the Byte for the 2014 Youth Olympics. "Nonetheless, I was sitting as low as 106th until the last day when the winds picked up and I pulled a 16th and a 4th, boosting me to 73rd overall."

Maria Justina Pacheco, from the Dominican Republic, finished third among the Caribbean sailors, at 75th overall. "I had a really good first race, but I got a DNF (did not finish) on the second one so I had a lot of points added to my score. As the championship progressed, I had a few bad races that I couldn't drop. I do think it helped that I was local and knew what the wind was going to do, so I could think ahead and plan before the others," explains Pacheco, who will leave Optis this year to sail International 420s, Lasers, Sunfish and 29ers.

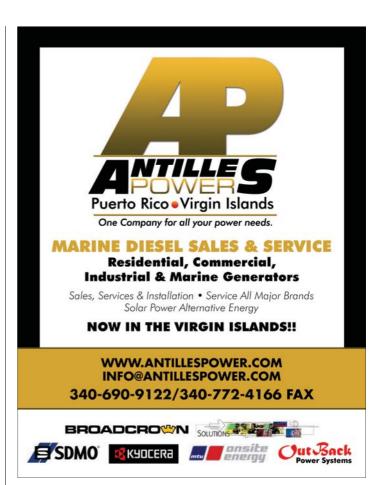
The USVI's Paige Clarke ended as the fourth ranked Caribbean sailor, in 78th place, while the BVI's Sam Morrell rounded out the top five in 104th. Morrell was actually leading the Caribbean sailors at first. "I almost won the first race, and finished sixth, but my results slid after the two-day team racing break," Morrell explains. "My goal now is to continue training very hard, cross train in other boats and windsurf as much as possible, compete in the Optimist Worlds next summer in Italy and qualify for the 2014 Youth Olympic Games."

Hosting an international regatta of this caliber continues to put the Caribbean on the map as a world sailing destination. Plus, it offers the opportunity to boost junior sailing in the Caribbean.

Regatta director, Pacheco explains, "We will capitalize on all the efforts made by many people to organize the Worlds. Our plan is to have a fleet of 100 Optimists sailing in our country over the next few months and we have already acquired 66 used Optimists from the Worlds' regatta to achieve this. Then, we will also try to organize a big successful regatta for sailors in our region like St. Thomas' Scotiabank International Regatta."

For full results, visit: www.optiworld.org/events.php

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



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### IT'S A GO!

### SAINT CROIX INTERNATIONAL REGATTA SET FOR NOVEMBER

BY CAROL M. BAREUTHER



ood news! There will be a St. Croix International Regatta in 2012. Not only will it mark the St. Croix Yacht Club (SCYC) hosted event's 20th anniversary, but the regatta will move back to its roots with the fall dates of November 9th –11th.

"There has been discussion amongst the Caribbean regatta organizers to space the regattas out and that's what we did by moving our event back to the fall," says organizer Karen Stanton. "Also, our regatta founder, Nick Castruccio, felt the fall was the best time because it's the first big one and it gets crews and their boats race ready for the winter regattas. Hopefully, too, in November we won't see any hurricane activity. November is too early for the Christmas winds, but hopefully they should blow ten to 15 knots."

Who's coming? St. Thomas' Peter Holmberg, although he hasn't confirmed his boat, and John Holmberg, as well as former St. Croix sailor Tony Sanpere who will be arriving from Chicago to race. There will also be a hot Rhodes 19 class with St. Croix's Peter Stanton at the helm, hopefully an IC-24 class, multihulls and more.

More good news! Three days of racing only costs \$100. Register online or on November 8th at the SCYC. Courses for all classes will be set off St. Croix's north shore as well as into Christiansted Harbor, and officiated over by an expe-

rienced race committee. In addition, and in an effort to attract sailors from throughout the Caribbean and U.S. mainland, there will be on-site expedited immigration services (contact organizers with crew lists and passport numbers in advance) as well as condo accommodations for as low as \$50 per night. There's also free (limited availability) dock space, shuttle service for boats on moorings, and airport transfers – just schedule with organizers ahead of time. Shower and bathroom facilities are on site and restaurant and supermarkets are located a short drive away. There will be nightly parties with food, drink and live music including the Cruzan Rum Welcome Party on Thursday November 8th, and Kurt Schindler playing off the beach aboard the Heineken Barge on Saturday November 10th.

Best of all, says Stanton, "We are the only Caribbean regatta where you can win your weight in rum. New this year, the winning skipper of any class with seven or more boats will win their weight in rum. Yes, we still use the original scales from the regatta's inception in 1992!"

For more information and to register, call (340) 773-9531 or visit: www.stcroixyc.com

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



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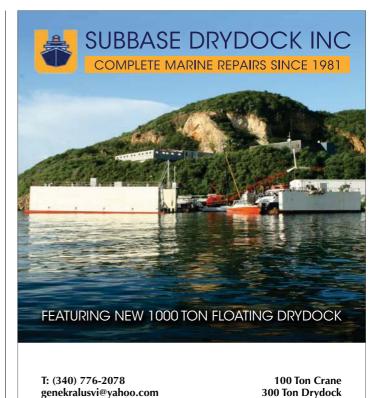
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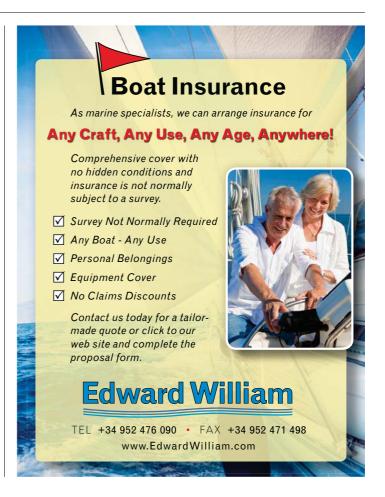
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# THE BRITISH VIRGIN ISLANDS

FIVE SPECIAL PLACES FOR SNUGGING DOWN

BY MARK STEVENS



ower boaters, it's been said, are happy because they are going somewhere special. Sailors are happy because they're already there.

Whatever your perspective, whatever your vessel, one thing's for sure, when you cruise the British Virgin Islands, it's when you snug down in one of the multitude of special places that you're truly seduced by their siren call.

Here are five such places:

#### LITTLE HARBOUR, GREAT PLACE

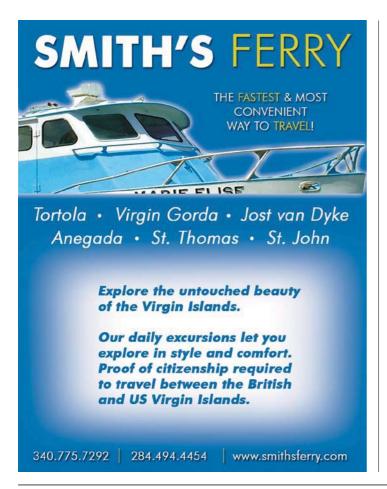
While much of Peter Island is occupied by an upscale resort, Little Harbour is the quintessential perfect anchorage.

Drop the hook in lots of water close to shore, sheltered by steep emerald hills rising skyward. Get a ringside seat to the twinkling lights of Tortola after you hike to the ruins of a tobacco plantation.

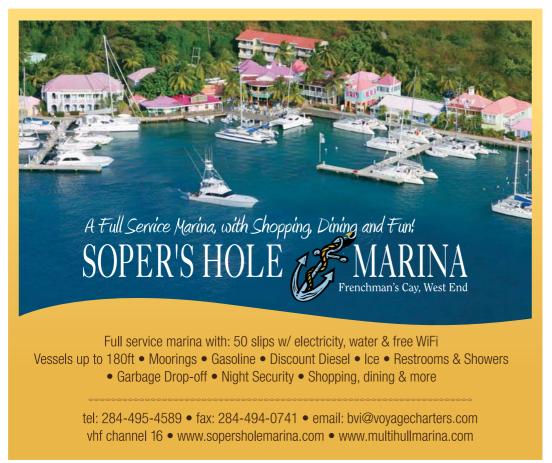
Julian Hodge, Moorings base manager at Road Town, first told me about this spot. I've chartered here four times before and never noticed it. Now I owe Mr. Hodge a Painkiller.

Gorgeous in its own right, it is also close enough for that last night on the water or a quick jaunt from Dead Man's Bay around the corner.

It's listed on your chart as 'Little Harbour'. They should change it to 'Great Place'.









## **British Virgin Islands**



The Baths at Virgin Gorda are a must-do on any cruise. While you can grab a mooring ball for your visit, like this intrepid explorer, better to overnight at Virgin Gorda Yacht Basin

#### A DOCK AND A FAT VIRGIN

When Columbus first saw this island archipelago he remembered the story of St. Ursula, a corpulent virgin surrounded by a thousand others of her ilk. He wanted to impress his royal patrons with his find.

The math was wrong—closer to forty islands—but the

Welcome to Virgin Gorda – the Fat Virgin.

The Baths are a must-do spot in the BVI - a picturepostcard beach guarded by towering columns of granite - but even a lunchtime stop on a mooring ball here is rolly, and a dinghy ride ashore can feel like a jaunt in the Roaring Forties.

Snug down for the night at the yacht basin, a short walk to The Rock, one of BVI's most romantic restaurants.

Have a nightcap at dockside Rendezvous bar or head inside to an English pub called Bath and Turtle.

One night we repaired to said bar and my wife pointed excitedly behind me.

Morgan Freeman was sipping a libation at the next table. Now that's a testimonial.



## **British Virgin Islands**







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#### **FULL MOON FROLICS**

If the twinkling lights of Tortola aren't sufficient evening entertainment and you've timed your cruise to the full moon, consider Trellis Bay and a light show without equal.

When the moon is bright, they have a family-friendly party on the beach, complete with a procession of steel sculptures lazing in the surf. Full of firewood; they are set ablaze after sunset. By day there's an excellent craft market reclining beneath the palms.

Snug down far enough out and you've got a perfect view of Virgin Gorda in the distance and uninhabited brown sugar beach in the foreground. A little bar named 'Last Resort' on Bellamy Cay is just off your port beam.

But for a nasty crossing from Jost Van Dyke, driven by the need for a bit of flat water, I wouldn't have considered Trellis Bay, chiefly because it's so close to the airport.

But we're not talking JFK.

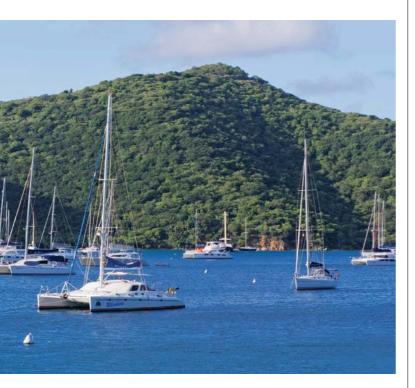
I'd snug down here anytime. And I've written the name of one more special place in the pages of my logbook.

#### PARTY CENTRAL

Don't be fooled by the bucolic charm of Jost Van Dyke. It's named after a pirate and earns the moniker.

Boasting two of the Caribbean's most infamous bars, Jost is worthy of the most rollicking buccaneer.

Great Harbour's mooring field is hard by a tiny village and Foxy's bar, where the tabletops are nautical charts and Foxy himself might sing you a song. Here you can sip a beer brewed on site while watching your anchor light samba in



the gentle swell.

Come Sunday afternoons, Soggy Dollar on White Bay shows like a Cancun Spring Break, though it settles down when the sun sets.

Although snugged down in the lee of one of BVI's most beautiful beaches, this can be a treacherous anchorage. It might be better to grab a ball at Great Harbour and dinghy over, that way you get the best of both worlds.

#### PARTY CENTRAL (PART TWO)

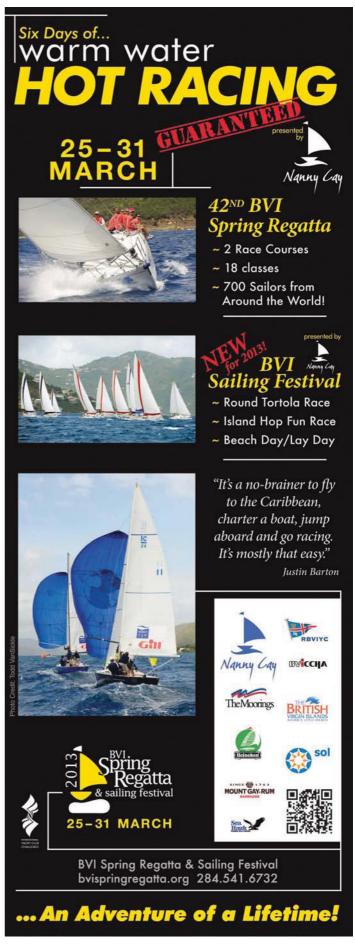
Robert Louis Stevenson reputedly based 'Treasure Island' on Norman Island – a perfect hour-or-so beam reach across Drake Passage from the Moorings base at Road Town. They say there's buried treasure here.

The real treasure is the beauty of this bay; turquoise waters nestled in a green bowl of voluptuous hills, guarded at one end by a white sand beach occupied by Pirates Bar.

At the Bight on Norman Island discover another nautical tradition, Willie T's, a barge decked out like a pirate ship. Nosh a hamburger here after dark, sip a cold one, and then repair to a gorgeous sheltered anchorage.

Stevenson called Norman 'Treasure Island'. I call it 'Party Central'.

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



# **PROFILE: BENOIT MEESEMAECKER**

SAINT BARTH LASER CHAMPION

ELLEN LAMPERT-GRÉAUX



hen it comes to Laser racing in Saint Barth, there is one sailor who stands out from the crowd: Frenchman Benoit Meesemaecker, who won his fourth consecutive title in the Saint Barth Laser Championships on August 4th 2012.

"I arrived by boat in Saint Barth in 2001," Meesemaecker recalls, noting that he and his wife, Anne Picard, wanted a change in lifestyle. "I was born in the north of France where I began to sail Optimists at the age of six, and eventually participated in four Optimist championships in France. I would essentially sail every day during the summer, during two months of vacation."

That youthful passion for sailing did not fade, and at the age of 15, Meesemaecker was selected for a three-year sailing program at school. "I competed in a lot of regattas during those three years, and I placed third in the French junior championships when I was 17," he notes. His studies then sailed in a different direction as Meesemaecker became an accountant, and today works for the St Barth Properties real estate agency.

In spite of the fact that Saint Barth attracts mega and maxi yachts throughout the year, Meesemaecker remains faithful to the smaller Lasers, preferring this less expensive style of boat and the ongoing competition at the Saint Barth Yacht Club.

"I have sailed as crew on guite a few big boats in the Course de l'Hedec, Spi Ouest France, and other races in

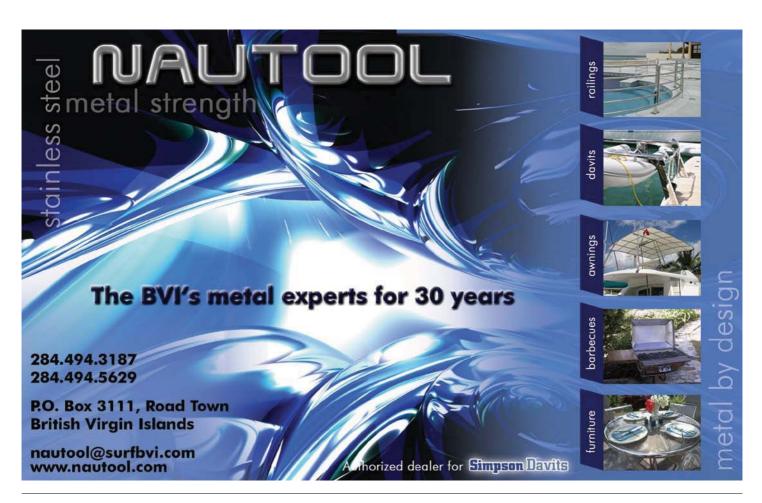
France as a student," he says. "I also participated for the first time in the Saint Barth Bucket this year."

In 2011, Meesemaecker won the 22nd Heineken Light Caribbean Laser Championships in St Martin, exhibiting his outstanding tactical skill to beat such local champs as Frits Bus. This year, Meesemaecker tried to defend his title, but came in third. All of this local competition is good preparation for Meesemaecker, who races in Laser events in the US and France. At the end of September, he will compete in the Laser Masters European Championships (sailors over 35-years-old) in Roses, Spain.

The Saint Barth Yacht Club 2012/13 season runs from late October through June and with Laser races once again on the schedule, Meesemaecker will no doubt be sailing toward his fifth annual title.

In addition to his muscle and skill, this veteran sailor points out that for him, "competitive sailing is above all a pleasure."

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





# **CARIBBEAN DINGHY CHAMPIONSHIPS**

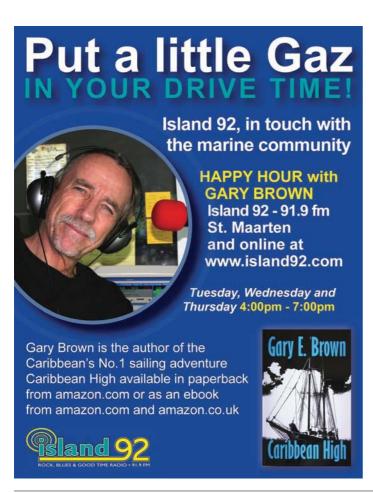
ANTIGUA WINS TEAM AWARD

BY CAROL M. BAREUTHER

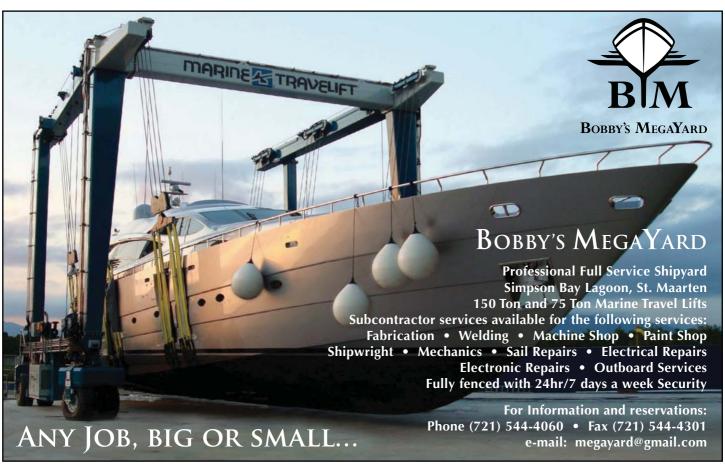


he prowess of some of the best dinghy sailors in the Caribbean was put to the test August 10th to 12th at the annual Caribbean Dinghy Championships, hosted by the Antigua Yacht Club and Caribbean Sailing Association. Four teams hailing from Antigua, Trinidad & Tobago, Barbados and St. Maarten met at the Falmouth Harbour-based Club for a weekend of windy racing thanks to a passing tropical storm. A total of 25 sailors competed in five classes: Laser Standard, Laser Radial, Laser Pico, Optimist and Zoom 8.

Barbados' Jason Tindale won the Laser Standard Class. Tindale, who has competitively sailed Lasers since 2005, explains, "I placed first in the first three races, but the going got tougher as the wind increased to 30-plus knot



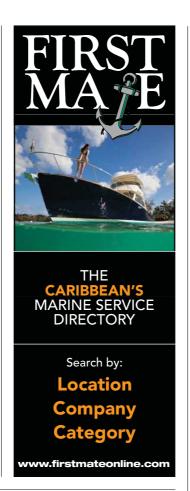




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## **Antigua**

gusts. I was overpowered and the heavier Antiguan sailor, Phil Martin, got the upper hand in the next three races. By the end of six races, Phil and I were tied in first place, each with ten points. The next day, the wind was lighter and I managed to pull off three more firsts to win overall. Determination, despite being overpowered by the wind at first, led to my success. I felt I still had a chance to win, so I gave it my all."

In Laser Radials, it was Trinidad & Tobago's Wesley Scott who finished with a 12-point lead. Scott struggled in the heavy breeze, but managed five firsts and one second in the first six races. "I was heavier than the other radial sailors in my class and I was able to keep my boat flatter than them," he says. "The lighter winds the second day meant the lighter sailors were giving me good competition. Because I have gained weight from my training, I'm hoping to move into the Laser Standard soon."

Antigua's Rhone Kirby and River Andrews never finished less than second to win in the Laser Pico. Kirby, who has sailed Picos for the past three years, attributes his victory to extra training hours leading up to the event and to his crew. Then, he says, "On the second day, the wind was perfect for us and this just topped off our first days start which led us to the top."

In the age 11 and under Optimist Class, it was Antigua's Louis Bavay who triumphed. Bavay came fresh from a busy year sailing in a number of regattas in St. Maarten, Florida, the USVI, BVI and Optimist World Championships in the Dominican Republic. In this event, he recaps, "Each race I started first and finished first far in advance. There was nothing I did special, but I knew all the past year's experiences would make the difference as well as all the training here at home."

Lastly, it was Trinidad & Tobago's Kelly Ann Arrindell who won the Zoom 8 Class. The first day saw Arrindell experience the joy of nearly winning the first race and then scoring a DNF (did not finish) when gusty winds repetitively capsized her boat. "There was no way of me getting back to my boat so the rescue boat had to help me," she tells. "I was very angry that I got a DNF but I put it behind me and went on to win the next four races. Having placed second last year, I was determined to win the regatta this year and I did. Overall, the racing was great and getting together with all the other sailors from the islands was a lot of fun."

In team awards, Antigua won (77 points), followed by Team Trinidad second (91 points), Barbados third (98.2 points), and St. Maarten fourth (121 points).

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

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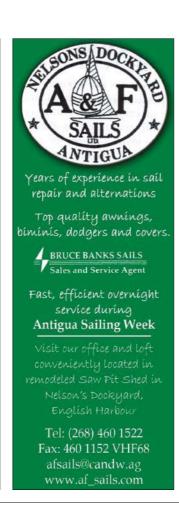
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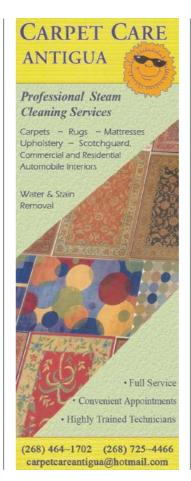
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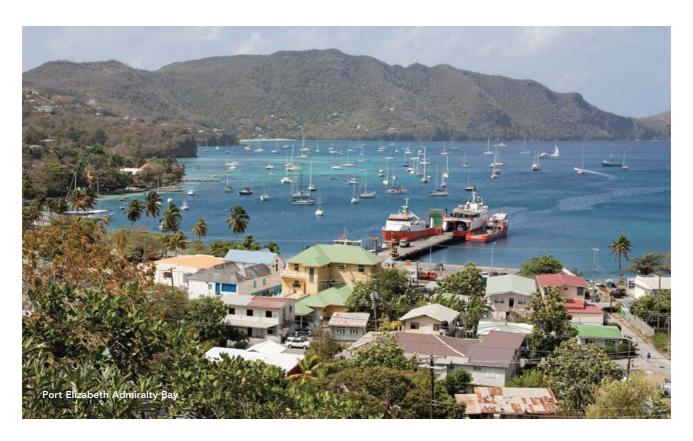
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# **BEQUIA**

## THE SEAFARING ISLAND

STORY AND PHOTOS BY CARYN B. DAVIS



hose seeking a true island paradise and the experience of an authentic Caribbean culture should consider Bequia. Until 18 years ago, Bequia was only accessible by boat and has thus far been saved from overdevelopment. There are no imposing resorts obstructing the view or wreaking havoc on the environment. Instead, there are simple, yet comfortable guesthouses, villas and intimate hotels that blend in seamlessly with the natural surroundings.

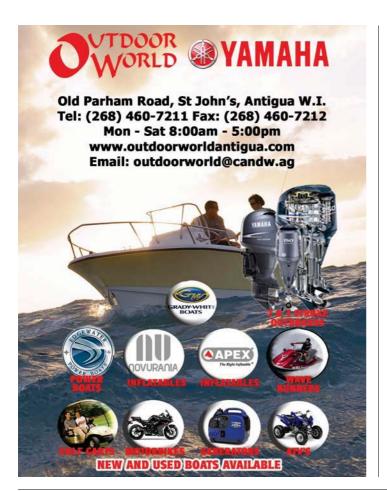
Beguia belongs to the island state of St. Vincent and the Grenadines. It is seven square miles and home to 6000 people who have had a long and enduring relationship with the sea as sailors, fishermen, boat builders and whalers, all of which are carried on today. Boaters can visit the Sargeant Brothers model boat factory or sail onboard the only remaining Beguia-built schooner Friendship Rose. 'Gumboat' (model boat) racing is a favorite island pastime and can be seen from the shore at La Pompe where the men gather every Sunday to race and bet on these miniature vessels.

Bequia has two marinas (Daffodil and Bequia) both lo-

cated in Port Elizabeth's Admiralty Bay. This is the main port of entry and the island's only town. There are moorings for rent, however, they may not have been insured, inspected or authorized by the Port Authority, and are to be used at the boater's own risk. If anchoring at Princess Margaret Bay or Lower Bay, boaters are required to remain 200 yards off shore as these are designed swimming areas.

Port Elizabeth's colorful ramshackle buildings house the town's restaurants, gift shops, banks, and stores. Once ashore you get around by rental car, foot, Dollar Van, or land or water taxi, which is the recommended mode of transport.

For provisions try Doris' Fresh Food Market, a gourmet grocery owned and operated by Doris who has catered to boaters for 22 years. She stocks lovely chocolates, cheeses, wines, fresh baked goods and delectable treats you will not find at the local grocery, Knightsbridge, which is perfectly suitable for staples. There are fruit and vegetable stands housed under a crude wooden structure run by Rastafarians. They have been known to put more in your bag than you want or need and insist on payment. Further down the main











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## Bequia



drag, past the shops, you will find a woman selling similar goods from a cart under a tree. She uses a calculator and a scale, and does not try to hide over ripened fruit in your bag.

If you hear a conch shell blown, follow the sound back towards the Rastafarian market. The fishermen are bringing in their daily catch. If you miss the conch shell, you may find a fisherman later in the day saddled up next to your boat eager to make a sale.

Near Port Elizabeth, head to Saint Margaret's Bay or go to Lower Bay. Lower Bay has open-air restaurants including Da Reef where traditional island music is played live on Sunday afternoons. They serve beer, pina coladas and fried chicken. There may be an opportunity to get into a game of Mexican Dice for \$2 EC a hand. If you don't know how to play, someone will teach you.

Friendship Bay is on the island's windward side and while it is sheltered it is not as tranquil as these other beaches and is slightly more built up. Industry Bay has remnants of when it was a sugar plantation with a more rugged coastline similar to neighboring Spring Bay. While these two bays offer no services, they make up for it in privacy. Wherever you go with the exception of swimming in Admiralty Bay, you can be assured of clear, clean, turquoise water.

Other points of interest include the Thursday night barbecue at the Frangipani Hotel; the Old Hegg Turtle Sanctuary; dive trips; and a visit to Moonhole— a private home open for tours that was built into a rock by designer Tom Johnston. But the best thing to do in Bequia, is nothing at all!

Caryn B. Davis is a seasoned writer and photographer whose images and articles have appeared in over 60 publications. She is an avid boater and world traveler. www.cbdphotography.com



# ARUBA REMBRANDT REGATTA 2012

JURGEN SCHNEIDER WINS THE BUDGET MARINE CUP



unfish sailor Jurgen Schneider from Curaçao won the Budget Marine Cup during the fourth edition of the Aruba Rembrandt Regatta. Thirty-three sailboats competed for the cup at Eagle Beach, while about 50 Optimist sailors, wind surfers and kite surfers competed in their own divisions.

Challenging conditions tested competitors during 50 races sailed from August 10th to 12th.

The first day of the regatta started in gale force winds with the traditional Round Aruba Race. The race was won by Captain Remco van Dortmondt's *Dash* from Curaçao, making it a repeat performance of 2010. Only two other yachts managed to finish the course, the Aruban yacht *Eva Luna*, captained by regatta organizer Eric Mijts, which finished in second place, and Captain Svan Schneider and *Screaming Eagle*, which finished third.

On Saturday and Sunday, yachts, Sunfish, beach cats, Op-

ARI

timists, wind surfers and kite surfers took to the water. For those who still had the energy, there was a 5K running competition organized by the Aruba Roadrunners and Walking Club (ARRUWAC), and a 1K and 2K swimming competition.

Saturday's sailing conditions were described as 'ideal' with a strong and steady wind. On Sunday the weather

changed and the remnants of a tropical depression brought rain and gusty breeze interspersed by calms. The fluky conditions guaranteed a few surprises out on the course.

Over 160 participants from Aruba, Curação, St. Martin and the U.S., took part in the regatta, and hundreds of people followed the competition from the beach. The regatta beach tennis competition was a success with about 300 participants competing for their ITF ranking. Regatta organizer Eric Mijts said he was pleased to hear from several tourists who told him they came to Aruba especially for the Aruba Rembrandt Regatta. He added, "This was a good sign as it illustrates the great value of the event for Aruban tourism."

Competition in the dingy and beach class divisions was fierce. The father and daughter team of Martin and Nicole van de Velden grabbed first place in the beach cat class. Francis van Baaren and Henk Hankart finished in second place and Rob and Sil Grijpma finished third.

Jurgen Schneider, from Curação, convincingly won the Sunfish competition, with second place going to wellknown Aruban sailor Richard van der Wal. Curação's Gareth Weber finished third. Schneider was so impressed by the regatta that he generously donated his prize of 1000 Aruban florins (557USD), sponsored by Budget Marine, to the Aruban Sunfish Club.

For the second time the regatta also featured an Optimist competition, organized by sailing school SYWA (Stichting Youth Watersports Aruba). First place in the starter group went to eight-year-old Vivian Hankart. She was followed by Ivan Nora-Delgado and Alaxander van der Velde. The advanced Optimist races were won by Matthijs de Kool. Jort Hartmans finished second and Nathan Winterdal was third.

Pechi Pechacek completed a hat trick, winning the windsurfing competition for the third year in a row. Maki Wiggins and Philip Kervel finished second and third, respectively.

Ethan Westera sailed to victory in the Pro Kids wind surfing ahead of Aron Etmon and Matthias Verploeg. In the Super Kids wind surfing competition, first place went to Curaçao's Jean-Paul da Silva. Sam Keffener was second and Sioerd Hoek third.

Regatta organizers claim they were delighted with this year's event, and noted it will be remembered for the number of international participants and good competition. They said about twenty volunteers put all their energy into making the event a success and that everyone looks forward to the Jubilee Edition in 2013.

Full results, photos and list of sponsors can be found at http://aruba-regatta.com 0

Report submitted by Eric Mijts





# **CARIBBEAN MARINAS**

ALL AT SEA'S CARIBBEAN MARINA GUIDE

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Grenada	Clarkes Court Bay Marina	473-439-2593	13′	60′	52	•	110/220				•	•	•	•	•	16/74	USB access
Grenada	Grenada Marine	473-443-1667	15′	70′	4	•	110/220		•		•	•		•	•	16	FREE
Grenada	Le Phare Bleu Marina	473-444-2400	15′	120′	60	•	110/220/480		•	•	•	•	•	•	•	16	FREE
Grenada	Port Louis Marina	473-435-7431	14.76′	90m	170	•	110/208/220/230/240/ 400/480/630V	•			•	•	•	•	•	14	FREE
Grenada	Prickly Bay Marina	473-439-5265	17′	200′	10	•	110/220/ 308		•	•	•	•	•	•	•	16	•
Guadeloupe	Marina Bas-du-Fort	590 590 936 620	15.5′	210′	1,100	•	110/220/380		•	•	•	•	•	•	•	9	FREE
Jamaica	Errol Flynn Marina & Shipyard	876-715-6044	32′	600′	33	•	110/220/480 1&3PH 50/60HZ	Cable	•	•	•	•	•	•	•	16/9	FREE
Jost Van Dyke	North Latitude Marina	248-495-9930	12′	50′	N/A	•	N/A		•	•						16	
Puerto Rico	Club Nautico de San Juan	787-722-0177	31′	250′	121	•	120/240		•	•	•	•			•	16/10 68	•
Puerto Rico	Marina Pescaderia	787-717-3638	8′	65′	97	•	110/220		•	•	•	•	•	•	•	16/68	•
Puerto Rico	Palmas del Mar Yacht Club an IGY destination	787 656 7300	14′	175′	158	•	120/208/240/408V; 2 & 3-phase 50, 100 and 200 amps		•	•	•	•	•	•	•	11/16	•
Puerto Rico	Puerto del Rey Marina	787-860-1000	15′	260′	1,000	•	120/208	Cable	•	•	•	•	•	•	•	16/71	•
Puerto Rico	Sunbay Marina	787-863-0313	12′	75′	287	•	110/220	Cable	•	•	•	•	•		•	16/12	•
St. Croix	Green Cay Marina at Tamarind Reef Resort	340-718-1453	8′	100′	154	•	110/220V - 30A, 50A, 200A	•	•	•	•	•		•	•	16	FREE
St. Croix	St. Croix Marine	340-773-0289	11′	150′	44	•	110/220	•	•	•	•	•	•	•	•	16/18	
St. Lucia	Rodney Bay Marina an IGY destination	758-452-0324	15′	285′	253	•	480V 3 phase 100 amps/ leg; 220V 3 phase 100 amps/leg; 220V 50 amps; 110V 30 amps, 50 & 60hz	•	•	•	•	•	•	•	•	16	FREE
St. Lucia	The Marina at Marigot Bay	758-451-4275	16′	250′	40	•	110/220/380 50/60 Hz	Cable	•	•	•	•	•	•	•	16/12	•

			Maximum Orafimum	Maximum	* or S <sub>II.</sub>	2	Secrical	Cable Satellite 71,	Z , , , , , , , , , , , , , , , , , , ,	Gas	Show	Laund WC	A	Bary	Secientian	THE Char	Mieless hiteriet
St. Maarten	Island Water World Marina	599-544-5310	8′	90′	54	•	Available	Cable	•	•	•				•	74	FREE
St. Maarten	Lagoon Marina Cole Bay Wtrft	599-544-2611	9′	100′	45	•	110/220	•			•	•	•	•	•	16	FREE
St. Maarten	Simpson Bay Marina an IGY destination	721-544-2309	13′	196′	114	•	480V 3-phase 100 amps/ leg; 220V 3-phase 100 amps/leg; 220V 50 amps; 110V 30 amps 60hz	•	•	•	•	•	•	•	•	16/ 79A	FREE
St. Maarten	The Yacht Club at Isle de Sol	721 544 2408	18′	377′	45		480V 3-phase 100 amps/ leg; 380V 3-phase 100 amps/leg; 220V 3- & single-phase; 100 amps/ leg; 220V 50 amps 60hz	•	•	•	•	•	•	•	•	16/ 78A	FREE
St. Martin	Captain Oliver's	590-590-87- 33-47	10′	150′	160	•	110/240		•	•	•	•	•	•	•	16/67	
St. Thomas	American Yacht Harbor	340-775-6454	10′	110′	134	•	125/250V 50 amp; 125/250V 100 amp; 220V 3- & single-phase; 100 amps/leg	Cable	•	•	•	•	•	•	•	16/6	FREE
St. Thomas	Yacht Haven Grande an IGY destination	340-774-9500	18′	656′	46	•	120V 30 amps; 208V 100 amps; 240V 50, 100 amps; 480V 100 amps	Cable	•	•	•	•	•	•	•	16/10	FREE
Tortola, BVI	Nanny Cay Marina	284-494-2512	12′	125′	200	•	110/220		•	•	•	•	•	•	•	16	•
Tortola, BVI	Soper's Hole	284-495-4589	25′	170′	50	•	110/240	Cable	•	•	•	•	•	•	•	16	Cafe
Tortola, BVI	Village Cay Marina	284-494-2771	12′	200′	106	•	110/220/308	Cable	•	•	•	•	•	•	•	16/71	FREE
Trinidad	Power Boats Ltd	868-634-4346	13′	65′	40	•	115/220		•	•	•	•	•	•	•	72	•
Virgin Gorda	Virgin Gorda Yacht Har- bour	284-495-550	10′	180′	94	•	110/220		•	•	•	•	•	•	•	16/11	•

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

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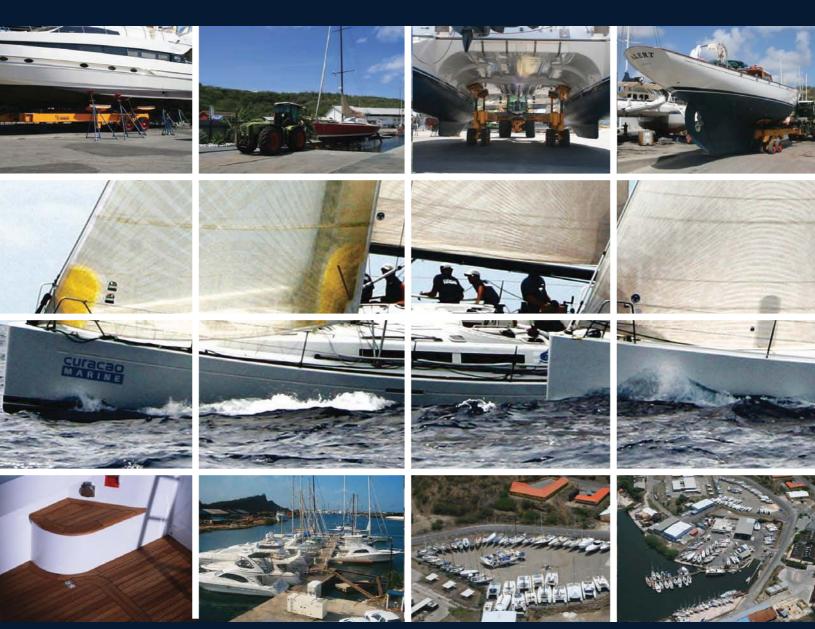
# **CARIBBEAN BOATYARDS**

ALL AT SEA'S CARIBBEAN BOATYARD GUIDE

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Jolly Harbour, Antigua	Jolly Harbour Marina / Boat Yard	17 04 46.4 N	61 54 37.0 W	(268) 462-6041	10′	250′	no limit	no limit	110/220	8am- 5pm	70	•		•	•	•	•	•
Aruba	Varadero Caribe	12 32 N	70 02 W	297-588- 3850	7′	85′	23′	no limit	120/240	8am- 4pm	60	•		•	•	•	•	•
Tortola, BVI	Nanny Cay Hotel & Marina	18 25 0 N	64 37 0 W	(284) 494-2512	11′	160′	45′	no limit	110v 30amp/ 220v 50amp/ 3 phase100 amp	7am- 6pm	70	•	•	•	•	•	•	•
Tortola, BVI	Soper's Hole	18° 23″ 46′	-64° 41″ 53′	(284) 495-3349	7′	65′	18' and 40'	7′	110/220	8-5, Mon- Sat	45	•	•	•	•	•	•	•
Tortola, BVI	Tortola Yacht Services	18 25 N	64 37 W	(284)- 494-2124	10′	68′	20′	no limit	220V, 50A, 110V, 30A	7-4, 7days	70	•	•	•	•	•	•	•
Virgin Gorda, BVI	Virgin Gorda Yacht Harbour	12° 01:00	61° 40:05	284-495- 5318	10	150	34	no lim- it	110/120	6am- 6pm	70	•		•	•	•	•	•
Curaçao	Curacao Marine	12' N	68' W	599 9 562-8000	9′	120′	33′	193	110/220 380	24/7	40	•			•			
Boca Chica, D.R.	Marina ZarPar	18 26.4 N	69 37.23 W	(809) 523-5858	7.5′	65′	28′	no limit	110/220 380	9am- 5pm	70	•		•	•	•	•	•
La Romana, D.R.	IBC Shipyard	18° 23′ 55″ N	68° 53′ 55″ W	+809 449 3321/ 3323	12′	110′	26′	no limit	110/220 3 phase 100/50/30 amp	8-5 M-F	120	•	•	•	•	•	•	•
Grenada	Grenada Marine	12° 01:20	61° 40:42	00-1- 473-443- 1667	12′	75′	31.5′	0	110/220	8-5, M-F; 8-12, Sat	70	•	•	•	•	•	•	•
Grenada	Spice Island Marine Center	12 5 N	61 43 W	473-444- 4257	12′	70′	25.4′	0	110/230	8am- 4:30 pm	70	•		•	•	•	•	•
Puerto Rico	Varadero @ Palmas	18 04′ 37″N	65 47′ 57″W	787-656- 9211	11′	110′	26′	no limit	50/30 amp	8-5, 7days	110	•	•	•	•	•	•	•
St. Lucia	Rodney Bay Marina an IGY destination	14°04 ′32. 72″ N	60°56 ′55. 63″ W	758-452- 0324	14′	275′	55′	no limit	110V/60, 220V/50, 480V 3 phase; 100 amps/leg; 220V 3 phase; 100 amps/ leg; 220V40 amps; 100V 30amps; 50 & 60 hz	8am- 5pm	75	•	•	•	•	•	•	•
St. Croix, USVI	St. Croix Marine	17° - 45′ N	64° - 42′ W	340 773- 0289	11′	68′	13'- 8"	no limit	110v 30amp; 220v 50amp; 3 phase 100amp	8-5, Mon- Sat	60	•	•	•	•	•	•	•
St. Thomas, USVI	Subbase Drydock	18 N	65 W	340-776- 2078	16.5′	190′	50′	no limit	440 three phase/220/110	8-5, Mon- Sat	1000			•		•	•	•

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Lagoon Road, San San Strip, Jamaica. Moon San Villa is a spacious 6BR 6BA ocean view villa located 15 minute drive from Port Antonio. Four BR are located on the main floor, with a self-contained owner's suite with full kitchen on the upper floor and a complete staff bed and bath on the lower floor. The property comes fully furnished with all amenities making it an ideal investment as it enjoys good annual returns on rentals. Price: US \$900,000

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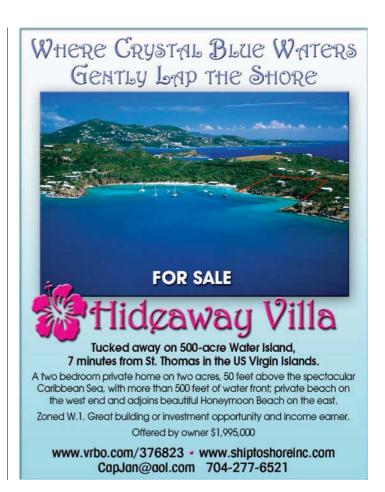
St. John, U.S.V.I. Serenata de la Playa, so named for the sound of the water rippling in and out over the stones, is a 5BR 5.5BA luxury villa with swimmable beachfront access right out the back door. Inside, there the four spacious equally-sized bedrooms come with private balconies and en suite baths plus there is a generously sized charming master suite detailed with native stone arches. Outside the great room, an expansive vaulted-ceilinged lanai, which is framed by graceful balustrades, increases the outdoor living space by an additional 450-square foot. Air-conditioning, handcrafted mahogany kitchen cabinets, a pool and lush landscaping are other plusses. Price: US \$4,495,000

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Ballast Bay, Tortola. This 2010-built architect's home located on a one-third acre hillside lot overlooking Jost Van Dyke and Cane Garden Bay successfully marries contemporary luxury with Caribbean comfort. There are 3BR, 3.5 BA, and features include a pool with swim jet and fiber optics, underwater sound system, European appliances, Crestron multi-zone audio system and energy efficient lighting. Best of all, the beach is only a 3-minute drive away. Price: US \$1,550,000

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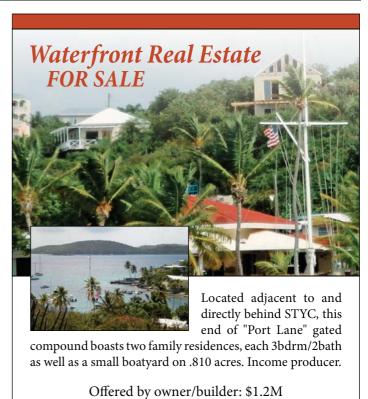




Zion's Hill, Saba. Sip your favorite cocktail on the front terrace of this exclusive 2BA 1BA villa while gazing out over the ocean to the surrounding islands of St. Barths, St. Maarten, St. Eustatius, St. Kitts, Nevis and on a clear day even Montserrat. A beautiful rock wall surrounds the property, providing inviting privacy for this fully-furnished home with amenities such as dishwasher, washer and dryer and refrigerator. Two crystal chandeliers appraised at \$50,000 adorn the living room and dining room. Fine china is included as well. Price: US \$545,000

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1992 Beneteau 41.5 First. **Excellent condition. Fast** and Furious!



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2001 Lagoon 410. New engines, Recent rig. All new electronics.



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#### 2003 SUN ODYSSEY 43DS



"The White Rose"
3-4 Cabins / 2 Heads
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## 2008 LEOPARD 40



"Island Time" 4 Cabins /2 Heads Located Tortola, BVI Asking \$249,000

#### 2006 CYCLADES 50



"Joyce Smith" 4 Cabins /4 Heads Located Tortola, BVI Asking \$195,000

#### 2008 LEOPARD 46



"Seaquester"
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"Gemini" 3 Cabins /3 Heads Located Tortola, BVI Asking \$120,000

#### 2007 CYCLADES 39



"Desert Wind" 3 Cabins /2 Heads Located Tortola, BVI Asking \$99,000

#### 2005 LEOPARD 47



"Never Say Never" 4 Cabins /4 Heads Located Tortola, BVI Asking \$289,000

#### 2008 LEOPARD 43



"Kokomo" 4 Cabins / 4 Heads Located St. Vincent Asking \$285,000

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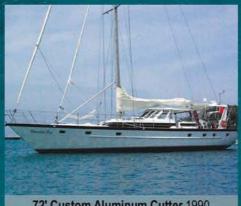
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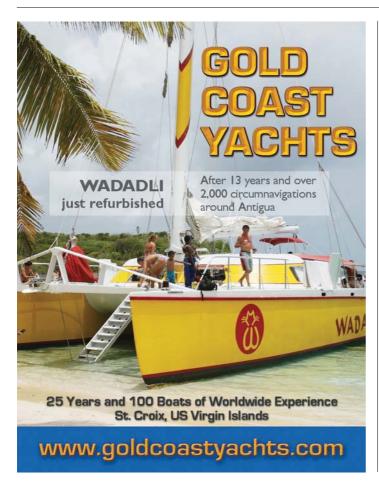
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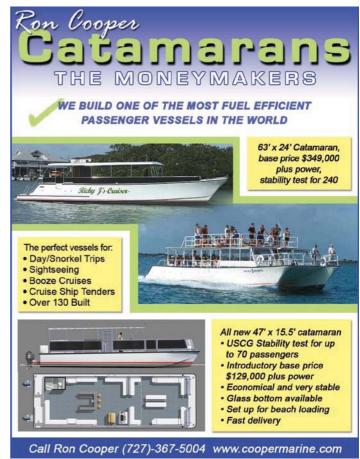
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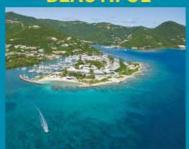
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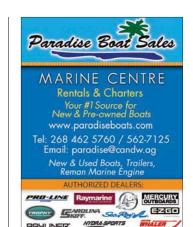
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- & painting jobs (preparation of estimates/quotes) Be able to work to very high standards of
- finish & finesse.
- Be flexible to work to production deadlines
- Be able to work as part of a team
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43'	'84 Young Sun, Bluewater cruiser\$95K	20' '03 Caribe Jetboat, 175HP Merc\$19,500
44'	'65 Pearson Countess, Classic\$75K	26' '97 Grady White, Cuddy Cabin, Twin Yamahas\$25K
44'	'77 CSY Sloop, new rigging\$85K	26' '99 Mako, Twin Yamahas\$20K
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'74 Fales Trawler, pilot house. '89 Sea Ray Express, diesels... '98 Mainship Trawler, twin diesels..... \$89.9K

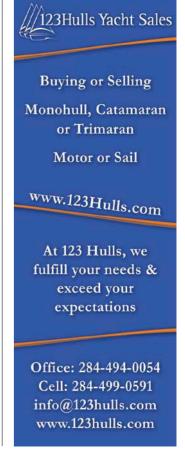
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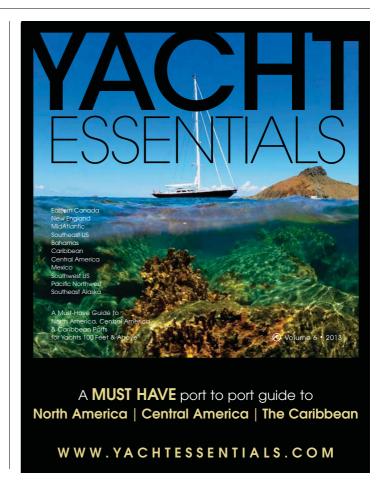
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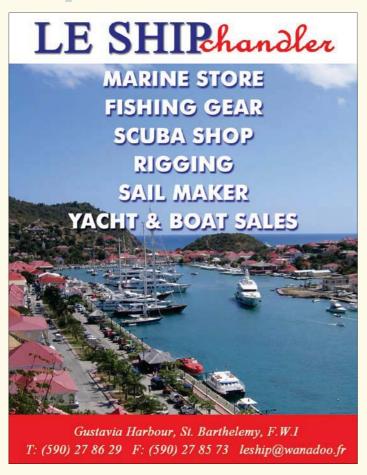
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72 1990 Custom - Canadian aluminum Cutter, 5 cabin, gourmet galley\$699,0	00
51 1995 Hylas - Frers design, 3/2 layout, custom arch with davits\$285,0	00
47 2004 Beneteau 473 - Original owner, beautiful performance cruiser\$215,0	00
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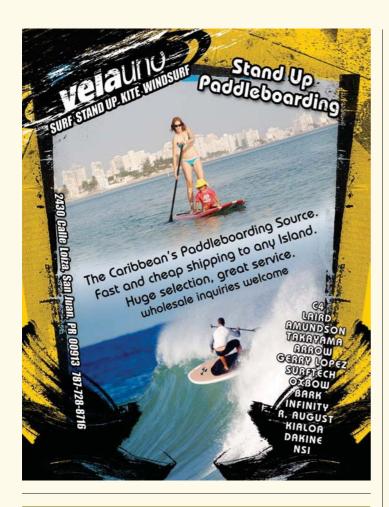
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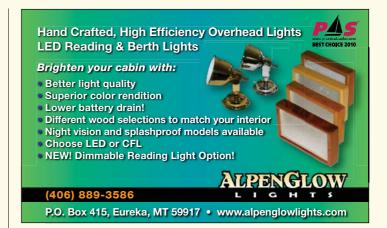




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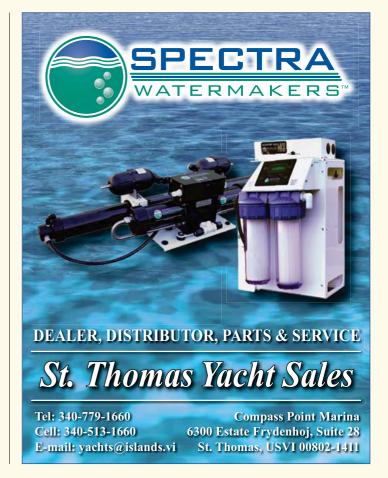
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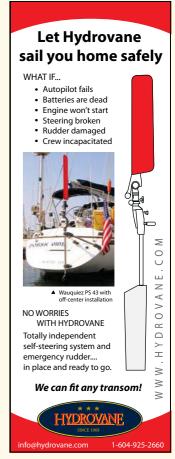
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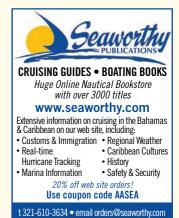
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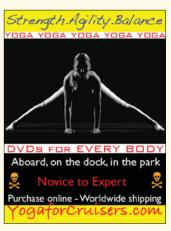














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# THE DISH

1 tbsp chopped dill

**Dried chopped mint** 

2 tbsp chopped

## WHAT IS LIFE WITHOUT APPLES, PIZZA AND SPINACH?

BY CAP'N JAN ROBINSON

#### **SPINACH YOGURT DIP** WITH POMEGRANATE AND WALNUTS

Prep time: 10 minutes. Serves: 6

2 (7oz) containers greekstyle yogurt 2 tbsp extra virgin olive oil 2 chopped cloves garlic 1/2 tsp salt Freshly ground black pepper

toasted walnuts 1 tbsp extra virgin olive oil 1 (10oz) pkg frozen chopped 1 tbsp pomegranate juice spinach, thawed and squeezed

In a large bowl, whisk together the yogurt, olive oil, dill, garlic, salt and pepper. Add spinach, mint and walnuts. In a small bowl whisk together olive oil and pomegranate juice; drizzle over dip just before serving. Serve with crackers, toasted pitas, or crudites.



1/4 cup chopped almonds, walnuts, etc. 1-1/2 tbsp honey 1/4 tsp salt 1/2 tsp cinnamon

4 tsp butter 1/2 cup apple cider vinegar or water Cooking spray

#### **EASY BLACK BEAN PIZZA**

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

1 (10oz) pkg refrigerated pizza dough 1 (15oz) can black beans, rinsed and drained 2 tbsp snipped fresh cilantro 3 tbsp salsa 1-1/2 tsp ground cumin

1/2 tsp bottled hot

pepper sauce

1-1/2 cups shredded extra sharp white cheddar cheese 1/2 cup chopped red sweet pepper 1/4 cup sliced green onion Freshly ground black pepper 3 cloves chopped garlic

#### Topping: 1/2 cup dairy sour cream and salsa

Preheat oven to 425°F. Lightly grease an 11- to 13-inch pizza pan. Unroll pizza dough and transfer to greased pan, pressing dough out with your hands. Build up edges slightly. Prick generously with a fork. Bake for 7 to 10 minutes or until lightly browned.

Meanwhile, in a blender container or food processor bowl combine black beans, cilantro, salsa, cumin, hot pepper sauce, pepper, and garlic. Cover and blend or process until smooth, stopping to scrape down sides if necessary.

Spread bean mixture over hot crust. Sprinkle with cheese, red sweet pepper, and green onion. Bake about 10 minutes more or until cheese melts and pizza is heated through.

In a small bowl combine sour cream and salsa. Serve with pizza.

Preheat oven to 350F. Wash apples thoroughly. Remove ¾ of the core, leaving bottom intact. With a sharp knife peel 1-inch ring of skin from around the top of each apple, and save. Using the tip of a paring knife, make four small slashes about ½ inch deep around the equator of each apple (which enables the steam to release, which helps the apples remain intact). Spray ovenproof dish, just large enough to contain the apples, with cooking spray. Place the apples in the dish.

In a bowl, combine, dried fruit, nuts, honey, salt, and cinnamon. Divide butter into four and push into each apple cavity. Divide fruit into four and spoon into each cavity. Pour apple cider vinegar into baking dish and add saved, peeled skins.

Bake the apples, basting occasionally with the pan juices, until they are tender when pricked with a fork. The apples should take about 45 to 60 minutes, depending on the size and variety of apple. Set aside to cool for at least 15 minutes before serving. Serve warm, spoon over juices and with your favorite vanilla ice cream or whipped cream!

Hint: The baked apples may be covered and refrigerated for up to several days; if you do this, reheat until warm, before serving.)

Note: I don't really follow a strict recipe for baking apples, which is a testament to how easy this dish is to make. I either core or slice an apple in half and then bake it at 350° F for about 20 minutes. Depending on my mood, I'll add dried fruit and nuts, a drizzle of honey, a little cinnamon and/or nutmeg.

#### THE BEST BAKED APPLES

Prep time: 10 minutes. Cooking time: 1hour. Serves: 4

4 apples (Braeburn, Honeycrisp, Johnathon, Empire, Rome etc.) 1/2 cup mixed dried fruit (cranberries, cherries, apricots, etc.)

Capt. Jan Robinson's Ship to Shore Cookbook Collection is available at your local marine or bookstore. Visit www.shiptoshoreINC.com email CapJan@aol.com Tel: 704-277-6521. Don't miss the new cookbook added to Jan's collection -'DINING ON DECK'.



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