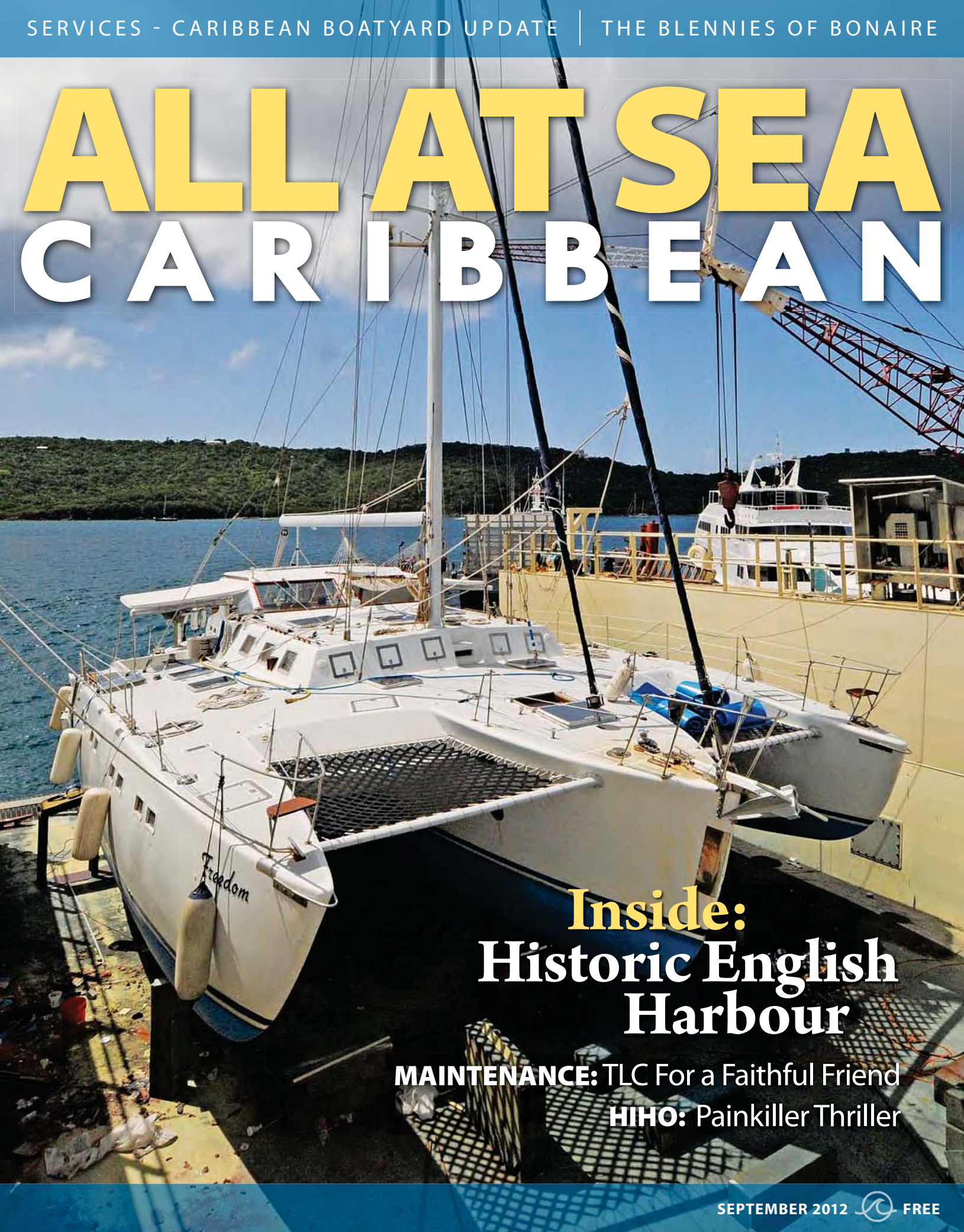


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# UNSUNG HEROES

**O**n completing my first Atlantic crossing, I strutted around the waterfront bars of Martinique like Jack the Lad. With a glass of rum agricole in hand and half a dozen under my belt I regaled everyone with tales of my daring, my head inflated to the size of a harbor tug's mooring buoy.

The bragging went on for days until I found myself at a table in a rundown backstreet bar with a group of weary delivery skippers who were comparing stories. Some of the guys had competed 20 or more Atlantic crossings, most had crisscrossed the Pacific a dozen times and a few had sailed around Cape Horn. It was a humbling experience and the metaphoric slap I needed to bring me back to earth.

Over the next few years I became involved in the yacht delivery business, first as crew and then as skipper, and my respect for this band of seagoing brothers grew.

Delivering a well-found yacht at the right time of year is a joy. You get paid for doing the thing you love ... going to sea. Unfortunately the delivery business has its villains and more often than not, it's the yacht owner.

During my delivery days, I would turn up at a dock only to find a wreck of a boat in which the owner would not go to sea but was quite happy to hand over to a delivery crew. I've had owners scurry away before we could inspect the boat, knowing full well it was unsafe and I would insist he spend money on it to put it right. One yacht was so decrepit that I told the owner to find another delivery crew. He told me he would tell everyone I was a coward and make sure I never worked in the business again.

Another boat I delivered for a new owner had a dodgy mainsail that blew out south of Bermuda. I spent 24-hours unpicking the yacht's bimini and then hand-stitched the main back together using the bimini as a giant patch. While this was going on the mate was busy changing fuel filters, about one every two hours, because the diesel in the tanks was contaminated. (We had asked the original owner why there were so many spare fuel filters onboard and he had lied.) In Bermuda, the sailmaker said the sail was so rotten it was virtually beyond hope but he did his best to make a repair. We stuck with the boat and completed the delivery. The new owner blamed the old owner for the state of the sail; the old owner blamed the new owner's surveyor. Neither wanted to pay the delivery crew.



A posh yacht I delivered through horrible weather with a sick crew was the one that made me rethink my career. I was working through an agency. It was the trip from hell and the boat, although smart, had been used and abused. The owner met us on the dock in upstate New York and was delighted that we had completed the delivery in one piece and on time. His wife wasn't as happy. She complained to the agency who later subtracted \$500 from our fee because she found breadcrumbs in the knife and fork drawer.

**Delivering a well-found yacht at the right time of year is a joy. You get paid for doing the thing you love ... going to sea.**

I have friends who make their living, and have done for years, as delivery skippers. They are out in all weathers moving boats that are often tired and even dangerous. They send me messages from all over the world as they go quietly about their business on great waters. May they live long and prosper.

In this edition, Carol Bareuther takes a look at what's new in and around Caribbean boatyards (page 42). Although the world is facing tough economic times, our marine industry continues to invest in the future. New boat hoists, new dry-docks, improved marinas and yard facilities, all with a nod to advances in technology. There's never been a better time to cruise the Caribbean. Everything a yacht needs is available. Now, if we can get a grip on prices and reduce the bureaucratic nonsense ...



**Gary E. Brown,**  
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THE CARIBBEAN'S WATERFRONT MAGAZINE

PHOTO BY CHUCK SHIPLEY



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**COVER SHOT:** A trimaran sits in the Subbase Drydock, Charlotte Amalie Harbor, St. Thomas | **Photo: Dean Barnes**



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# ALL AT SEA CARIBBEAN

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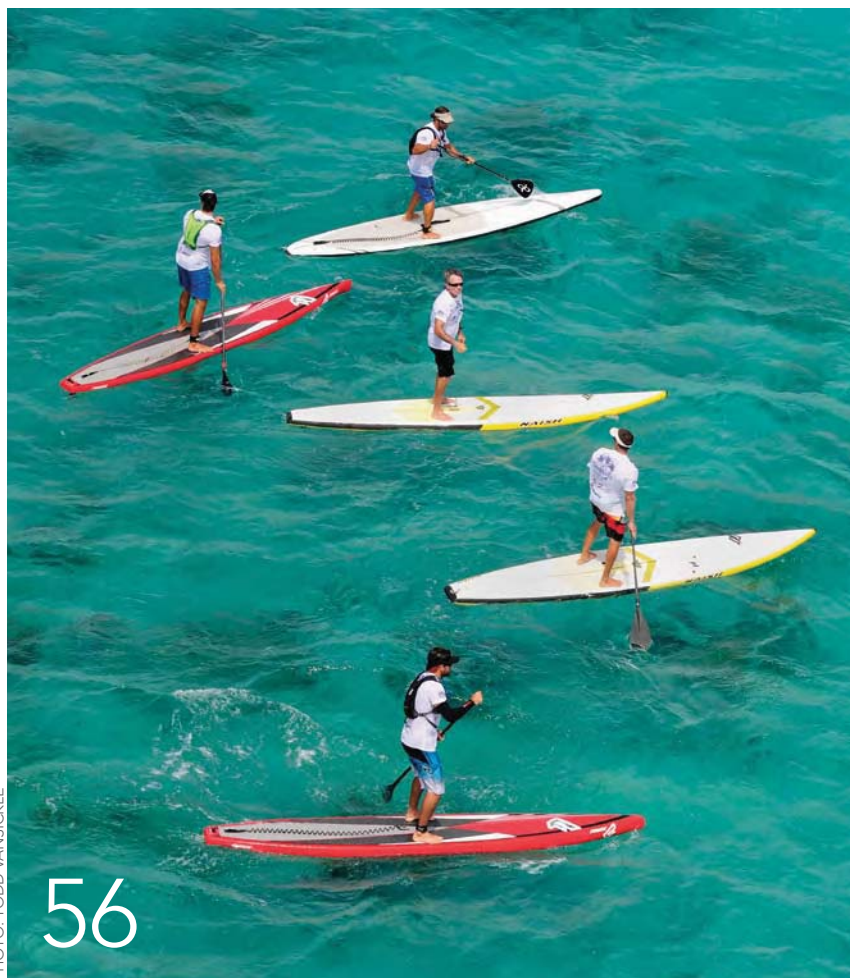


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## ISLAND EVENTS & INTERESTS

*ALL AT SEA*'S  
CARIBBEAN COVERAGE



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Snipe Junior National  
Championships: Victory  
for Puerto Rico's Raul Rios  
and Manuel Inserni





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Captain Martin Jennet:  
At the Helm of Scaramouche

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Carriacou Marine:  
Cocooning

# Caribbean Sea

# CARIBBEAN NEWS

A BRIEF LOOK INTO THE HAPPENINGS OF OUR WORLD



## Abandoned vessels under scrutiny

FRENCH SAINT MARTIN – Métimer, the French Marine Trades Association, met in July to discuss the number of abandoned vessels and wrecks littering the Simpson Bay Lagoon. At least 25 wrecks have been identified on the French side of the Lagoon and Métimer say they would like to see them removed. With peak hurricane season approaching, Lagoon watchers say they are concerned the abandoned wrecks may drift during a storm, causing pollution, damaging property and endangering lives.

## Virgintino publishes latest cruising guides

FreeCruisingGuides.com has announced that *A Cruising Guide to the Lesser Antilles*, a three volume work by Frank Virgintino, is now available for download. The guides cover the Virgin Islands in Volume I; the Leeward Islands in Volume II; and the Windward Islands in Volume III. The three volumes taken together comprise over 620 pages drawn from more than 40 years of cruising the Lesser Antilles by the author. To download all three volumes free as PDF files, visit: [www.freecruisingguides.com](http://www.freecruisingguides.com).

## International Rolex Regatta

The Notice of Race is out and the website is up for the Fortieth International Rolex Regatta (IRR) to be held March 21st – 24th 2013.

"We are welcoming new supporters on board including Captain Morgan Rum and Moorings / Sunsail who will supply us with a committee boat," said St Thomas Yacht Club Manager Bill Canfield, adding "this is very exciting news."

The regatta will also be welcoming charter boats to sail this year, an IRR first. The regatta is looking for volunteers to head up committees and get the ball rolling.

"We're hoping to make the 40th the best ever," Canfield said.

For more information, email: [canfieldvi@gmail.com](mailto:canfieldvi@gmail.com)

## Island Global Yachting Marinas environmentally sound

Island Global Yachting (IGY) Marinas announces the granting of the International Council of Marine Industry Associations (ICOMIA) Clean Marina Award to its three marinas in the Yacht Haven Grande Collection.

Meeting all of the ICOMIA criteria for an environmentally aware facility, Yacht Haven Grande in St. Thomas, Rodney Bay Marina in St. Lucia and The Yacht Club at Isle de Sol in St. Maarten have responsibly fulfilled the initiatives to become 'clean'. Some of those efforts include: Proper waste and recycling management, clean and efficient storage of fuels and oils and the prohibition of sewage discharge.

As part of the Gold Anchor award, each marina is subject to the three-year compulsory environmental audit by The Yacht Harbour Association on behalf of ICOMIA. The three marinas in the Collection are currently under review in the Gold Anchor program.

The International Council of Marine Industry Association Clean Marinas Program was established in 2008 and is intended to encourage national and regional clean marinas programmes to meet a common set of internationally recognized criteria drawn up by experts from the ICOMIA Environmental Committee and Marinas Group; applications are scrutinized by a dedicated panel. Current ICOMIA's Clean Marinas Program members include the marina industry associations of Australia and New Zealand, Germany and The Yacht Harbour Association's (TYHA) Gold Anchor Scheme.

For details, visit: [www.icomia.org](http://www.icomia.org)

## EVENT CALENDAR

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



### ANNAPOLIS, MD

OCTOBER 4 - 8

United States Sailboat Show

Boat Show

[www.usboat.com](http://www.usboat.com) | 410-268-8828



### ANTIGUA

SEPTEMBER 29 - OCTOBER 5

Annual Francis Nunes Jr.

Memorial Fishing Tournament  
and Seafood Festival

Deep Sea Fishing

[www.antiguabarbudasportfishing.com](http://www.antiguabarbudasportfishing.com)



### JAMAICA

OCTOBER 20 - 27

49th Annual Port Antonio International Marlin Tournament

Deep Sea Fishing

[www.jamaicasportfishing.com](http://www.jamaicasportfishing.com)



### PUERTO RICO

SEPTEMBER 23 - 30

59th International Billfish

Tournament of San Juan

Deep Sea Fishing

[www.sanjuaninternational.com](http://www.sanjuaninternational.com)

[chairman@sanjuaninternational.com](mailto:chairman@sanjuaninternational.com)

787-722-0177



### ST. BARTHELEMY (ST. BARTH)

NOVEMBER 14 - 18

St Barth Cata Cup

Sailing Regatta

[www.stbarthcatacup.com](http://www.stbarthcatacup.com)

[info@stbarthcatacup.com](mailto:info@stbarthcatacup.com)



### ST. CROIX, USVI

NOVEMBER 9 - 11

20th St Croix International

Regatta | Sailing Regatta

[www.stcroixyc.com](http://www.stcroixyc.com)

340-773-9531



### ST. LUCIA

OCTOBER 19 - 23

St. Lucia International Billfish

Tournament

Deep Sea Fishing

[www.stluciabillfish.com](http://www.stluciabillfish.com)

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Each month Sea Hawk will judge the testimonials based on content and creativity. Every monthly semifinalist will be eligible for a drawing at the end of the year for a free bottom job. So take a few minutes and tell us your story about Sea Hawk paints.\*

#### 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](mailto:Contest@SeaHawkPaints.com).

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



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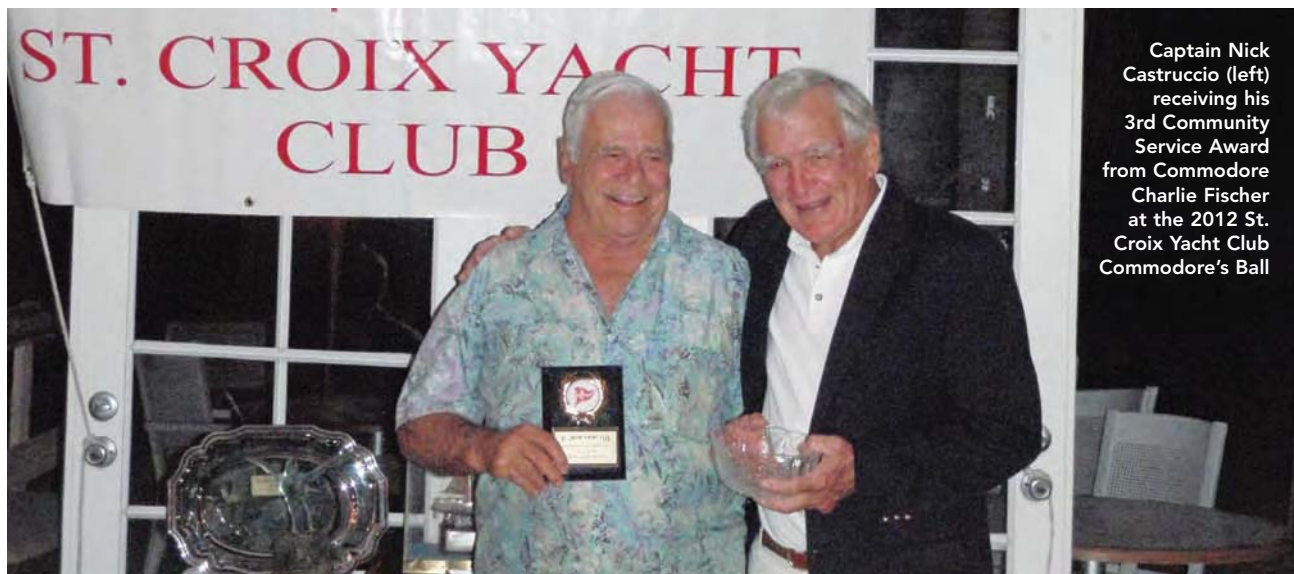


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[www.SeaHawkPaints.com](http://www.SeaHawkPaints.com)

# YACHT CLUB NEWS

SHARE YOUR HAPPENINGS WITH THE CARIBBEAN COMMUNITY



Captain Nick Castruccio (left) receiving his 3rd Community Service Award from Commodore Charlie Fischer at the 2012 St. Croix Yacht Club Commodore's Ball

## St. Croix's Captain Nick to be honored at International Regatta

Nick Castruccio, founder and promoter of the St. Croix International Regatta, is the honoree at the twentieth anniversary this November. The inspiration of one St. Croix sailor, Nick had the foresight to get this regatta off the ground. With the help of fellow sailor and businessman Rob Armstrong, they secured Mumm Champagne as the first sponsor. The first Mumm's Cup Regatta in October 1992 was a three-day event with 69 boats competing. Peter Holmberg of Team Heineken was the overall winner and received his weight in Mumm Champagne. A Tradition was born!

After Mumm withdrew in 1999, the local Innovative Companies stepped up as the main sponsor and Cruzan Rum became the beverage of choice, with the overall winning skipper received his weight in rum instead of champagne.

Captain Castruccio has raced in most every St Croix Yacht Club annual regatta since its inception. For the first two years, he helped run the race committee and made sure things ran smoothly.

"My most memorable moment," say Castruccio, "came during that first regatta in 1992, when I saw over 50 spinners coming downwind. I said to one of my committee members, 'Look what we started!'"

At 86, this tough sailor is still going strong and plans to race his beloved 32-year-old J30, *Annick*, in November. Asked how he was preparing for the upcoming regatta, Castruccio said, "I plan to have *Annick* hauled and get that bottom cleaned!"

Youth sailing has always been Castruccio's focus and many young sailors at the St. Croix Yacht Club have benefited greatly from his sailing knowledge. *Annick*, named for his late wife Ann (Ann Nick – get it?) has always been raced by a crew of young sailors, often their first big boat racing experience. For the past decade, his passion has been the Frederiksted Community Boating Program (FCB), a nonprofit sailing program located on the west end of St Croix which teaches local kids to sail.

Due to economic conditions affecting St. Croix, the regatta organizing committee cancelled the annual regatta in February 2012. Later in the month, the Club held their AGM and a new board was elected, bringing with it members whose top priority was to revive the race in time to celebrate its twentieth anniversary.

The St. Croix International Regatta will take place November 9th –11th 2012. Registration and the traditional Cruzan Rum party are on Thursday November 8th. Dock space is available on the Club T-dock, on a first come first serve basis. Nearby condos are available for just \$50 a night. United States Customs and Border Protection will be on site on Thursday afternoon with expedited clearance for our down island competitors. There are live bands all weekend and registration is only \$100 for three days of racing.

New this year – the winning skipper will receive his weight in rum for ALL Classes with seven or more boats!

Full details can be found at: [www.stcroixyc.com](http://www.stcroixyc.com)



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# BIG BOATS AND BIGGER FOOLS

BY CAP'N FATTY GOODLANDER



I have a confession to make, dear reader. The last few years I've been able to afford the boat I owned. I know, I know—that's almost unheard of! Even stranger, after 23-years of ownership and 80,000 + blissful ocean miles sailed, I still loved and respected and admired my vessel's wholesome S&S design. Best of all was the fact that, during the course of two leisurely circumnavigations of the planet Earth, I'd figured out how to sail her properly.

So, there was only one thing to do—put her on the market and buy a different vessel ... one that I couldn't afford, didn't know how to sail, and might never love.

This is exactly what I did—lord, help me!

And I didn't just buy a bigger boat, I purchased a craft that is 2.5 times heavier (and more trouble) than my previous one!

... during the worst economic times since, well, the Great Flood.

Why?

Masochism, mostly. A touch of self-hatred. A dash of foolishness. A pinch of self-loathing. Oh, and there's the personal vanity thingy as well.

My wife and I have been having a ball going around to all our old snottie-yottie friends who used to lord it over us aboard their plush 42ft vessels, and saying stuff like, "... how can you live on such a little thing? I mean—it must be like lying down in coffin!"

"... only one shower?" my wife Carolyn will sniff. "That is such a shame as I'm sure you both get dirty."

"... no watermaker?" I'll chime in, grinning with mean-spirited happiness. "I mean, don't all the undiluted rum



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drinks rot your liver?"

"... no hot water a'tall?" Carolyn will ask, feigning shock. "My, my ... the drug-addled homeless in America have it better, am I right?"

Ah, the joys of moving up in the yachting world!

Everything is bigger concerning my new boat—except my bank account, which is vastly smaller.

Yes, it is a funny thing about perspective. I was thrilled to learn that the previous owner had (just prior to my purchase) paid as much for some fancy do-dads as I paid for his entire boat—not realizing at this point such frivolous spending was mandatory.

My previous boat was a sloop. It only had one mast. It sailed fast and close to the wind. My new boat is a ketch. It has two masts. It does not sail fast nor close to the wind.

Why?

"... that's the catch of the ketch!" chuckled my aging, hopelessly off-the-pace designer. "The mizzen mast adds, as everyone knows, extra windage and weight aloft—both of which are major negatives. Thus, you end up going slower while heading lower. Amazing, eh?"

"But what is the *advantage*?" I asked.

"A ketch costs more," he admitted. "And is more difficult to trim."

"Then I will just toss away the mizzen," I said defiantly, "and be done with it!"

"... not so fast," said the designer. "There's a lot of ying-and-yang in yacht design. You can't just change one thing—they're all interconnected. Besides, you don't even use the mizzen off the wind as it just slews you around. And it is useless upwind because it gets back-winded by the mainsail. So there you have it in a nutshell—the glories of the modern ketch rig!"

That was my first inkling that owning and operating a larger boat would require more time, talent, energy, and money than before—for no logical, understandable reason.

But the whole 'keep or discard the mizzen mast' debate became moot when I realized that the mizzen spar was actually there solely to support the wind generator.

I didn't even know I had a wind generator at first. I thought a 747 passenger jet was crashing into my aft cabin. I mean it was LOUD! The whole boat shook. I dashed outside—thinking that a huge jet plane was nose-diving into my boat at the same moment as she was experiencing a major earthquake ...

Silly me. It was only my AIR wind generator responding to a five knot gust.

Whoever designed the AIR wind generator must have been a frustrated siren designer—with little chance to practice his chosen craft.

Once again, my facile designer piped up with the explanation.

"... remember how I told you that everything aboard a well-found vessel was interrelated?" he said as he began to smugly pontificate once again. "Well, this is a perfect example!"

You see," he continued, "sound waves are just like ocean waves—they have a length and height and breadth. Knowing this—using it—and imaginatively playing with the numbers ... a clever yacht designer such as myself is able to make the aft cabin resonate just like a guitar body or violin ... to amplify the grating sound of the wind generator well beyond human endurance."

"So that's why wind generators exist? To drive yachties out of their aft cabins?"

"Mostly," admitted my designer. "It surely isn't to generate electricity—as almost every marine wind gen says, either there isn't enough wind—or you should shut it down because of *too much breeze*."

**I didn't even know I had a wind generator at first. I thought a 747 passenger jet was crashing into my aft cabin. I mean it was LOUD! The whole boat shook. I dashed outside—thinking that a huge jet plane was nose-diving into my boat at the same moment as she was experiencing a major earthquake ...**

"Ah, you're right," I laughed. "Too true! I used to have a unit which operated efficiently between 18.750 knots and 18.820 knots of wind—but not in lower or higher breezes."

"Exactly," the designer smiled. "Because, if the truth be known, most wind generator manufactures plow all their profits back into solar!"

"Tsk, ts!" I said.

"In fact, most wind generators are profitable only because they are subsidized by the major sailmakers."

"Huh?" I said, sensing an entirely new angle.

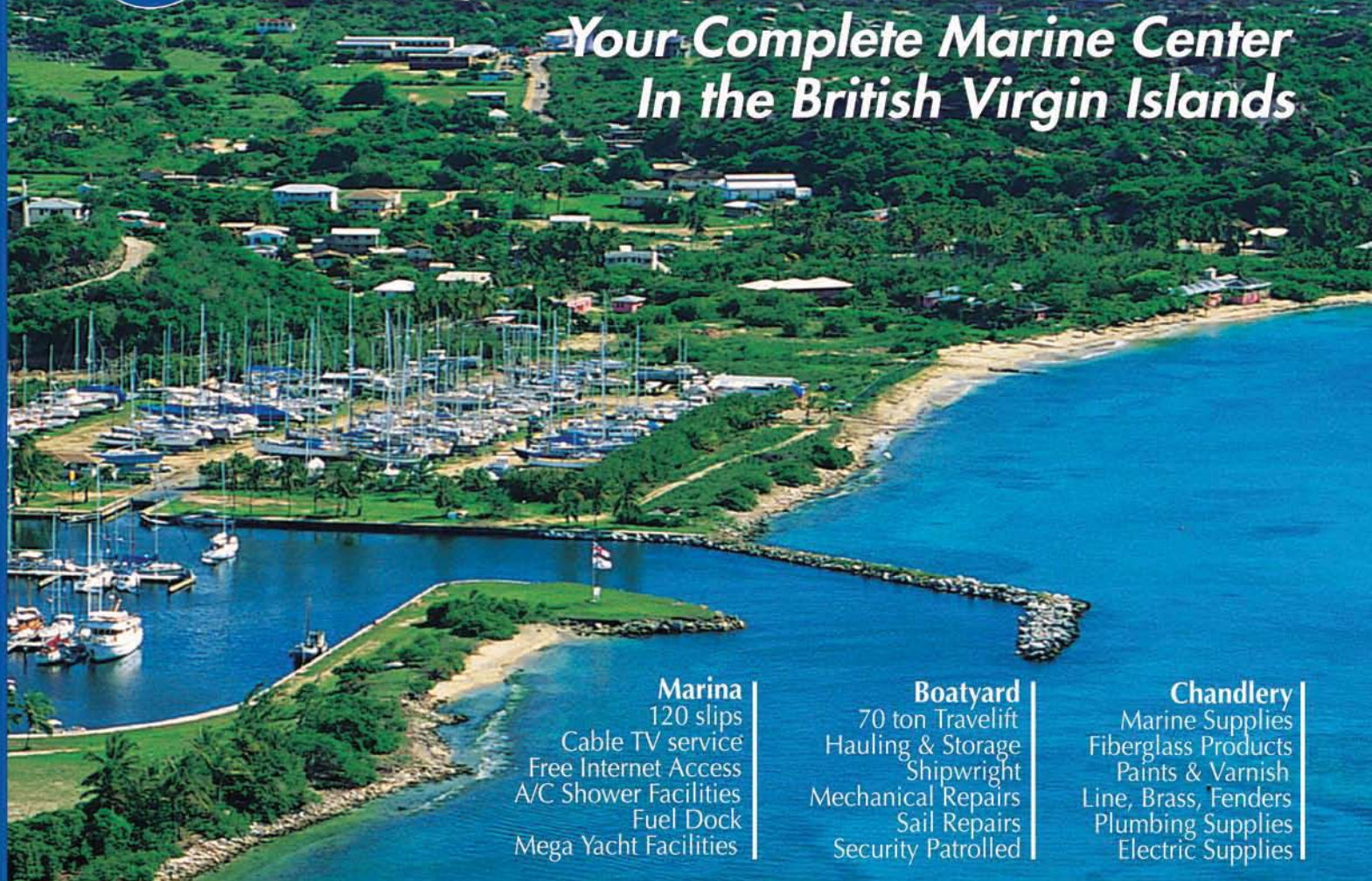
"Oh, yeah," said the designer. "It is an open secret in the industry. Here's what happens—ketch owners can, on average, only tote their mizzen masts around for five years or so before they are overwhelmed with the desire to make them pay. And, since ketches are traditionally so under canvassed as to be slower than jelly fish—even the dumbest of owners know that they need more sail area. Thus, they purchase a new expensive mizzen staysail—a very delicate, very colorful sail which gets torn to shreds by the wind generator within minutes of being launched!"

My designer wasn't the only marine industry member amused by my 2.5-times-more-expensive plight. Even my



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## SAILING SCHEDULE

September, 2012 - June, 2013

#### VOYAGES FROM THE MEDITERRANEAN

##### TO THE CARIBBEAN

Genoa	→	Martinique	11/2012
Palma de Mallorca	→	Martinique	11/2012
Toulon	→	St. Thomas	04/2013

##### TO THE EAST COAST USA

Genoa	→	Port Everglades	10/2012
Genoa	→	Port Everglades	11/2012
Genoa	→	Port Everglades	12/2012
Genoa	→	Port Everglades	01/2013
Genoa	→	Port Everglades	03/2013
Genoa	→	Port Everglades	04/2013
Genoa	→	Port Everglades	06/2013
Palma de Mallorca	→	Newport	10/2012
Palma de Mallorca	→	Port Everglades	09/2012
Palma de Mallorca	→	Port Everglades	10/2012
Palma de Mallorca	→	Port Everglades	11/2012
Palma de Mallorca	→	Port Everglades	05/2013
Toulon	→	Newport	04/2013
Toulon	→	Port Everglades	04/2013

#### VOYAGES FROM THE CARIBBEAN

##### TO THE MEDITERRANEAN

Martinique	→	Genoa	03/2013
Martinique	→	Toulon	06/2013
St. Thomas	→	Genoa	03/2013
St. Thomas	→	Palma de Mallorca	11/2012

##### TO THE EAST COAST USA

Martinique	→	Port Everglades	11/2012
Martinique	→	Port Everglades	12/2012
St. Thomas	→	Newport	04/2013
St. Thomas	→	Port Everglades	04/2013

#### VOYAGES FROM THE EAST COAST USA

##### TO THE CARIBBEAN

Newport	→	St. Thomas	11/2012
Port Everglades	→	Martinique	02/2013
Port Everglades	→	Martinique	06/2013
Port Everglades	→	St. Thomas	10/2012
Port Everglades	→	St. Thomas	02/2013

##### TO THE MEDITERRANEAN

Newport	→	Palma de Mallorca	11/2012
Port Everglades	→	Genoa	09/2012
Port Everglades	→	Genoa	10/2012
Port Everglades	→	Genoa	12/2012
Port Everglades	→	Genoa	01/2013
Port Everglades	→	Genoa	02/2013
Port Everglades	→	Genoa	04/2013
Port Everglades	→	Genoa	05/2013
Port Everglades	→	Palma de Mallorca	09/2012
Port Everglades	→	Palma de Mallorca	05/2013
Port Everglades	→	Palma de Mallorca	06/2013
Port Everglades	→	Toulon	03/2013
Port Everglades	→	Toulon	06/2013

##### TO THE PACIFIC WEST COAST

Port Everglades	→	Golfito	12/2012*
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##### TO THE SOUTH PACIFIC

Port Everglades	→	Auckland	12/2012*
Port Everglades	→	Brisbane	12/2012*

\*Sailing originates in Palma de Mallorca in November, 2012, with port calls in Martinique, Port Everglades and Golfito in December. The voyage arrives in Auckland, New Zealand, in perfect time for the 2013 NZ Millennium Cup's February 14 start.

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gas-dock jockey joined the exploitation by attempting to swing aboard (via the fuel-dock crane) a 55 gallon drum.

"Wait one second," I said. "I've got plenty of diesel, gasoline, oil, and antifreeze ... what's in that sucker?"

"Hydraulic fluid," he beamed, "that magic elixir of the Big Boat Boys!"

It turns out the electric autopilot on my new boat was hydraulic-as-well-as-electric.

I wasn't sure what this meant, but I had the sinking feeling that learning about it would be expensive.

In an awkward attempt to avoid this, I lamely queried, "... and why do I need hydraulics?"

"I am glad you asked," said the dock jockey as he continued to confidently swing the large drum on deck. "You see, whenever you have to do something efficiently which requires tons of pressure on a big boat, you need hydraulics—because, well ... you do! Alas, there's an inherent problem. Hydraulics are really just rods moving within o-rings, and everyone knows how weak rubber o-rings are. Thus, once pressure is applied, hydrau-

**"... don't forget air-rights," he chuckled. "After all, we might want to rent out the airspace above your vessel for model airplane demos ... or as a staging area for tiny aeronautical shows ... which we couldn't do if your sailboat has a mast."**

lics leak. Once they leak, they stop working until you fill them up again ... so they can leak more. Hence the 55 gallon drum!"

"Can't I just replace the o-ring," I asked timidly.

"You'd think you could," admitted the dock jockey with a wry smile, "but you'd be wrong. No matter how many sizes of o-ring you carry, you don't carry the right one. Do you know why?"

I had to admit I did not.

"Because the size you need is clearly labeled THE SIZE YOU DON'T HAVE! That's its actual part number! Simple, eh? See how smart these hydraulic folks are? They literally will drip-you-to-death financially!"

If this wasn't bad enough, my local ship's chandlery shocked me with the latest trend in 'progressive pricing'.

"I'll take another package of tell-tales for my new boat," I unthinkingly told the woman behind the counter at Cheapo Charlie's.

"... and the square footage of the jib those tell-tales are going on?" she asked.

"Gee," I mused. "I dunno. About 2.5 times bigger, I guess."

"And what did you pay for the tell-tales on your smaller boat?" she asked with another sincere smile.

"Ten bucks!"

"... twenty-five smackers, then!" she beamed.

"You mean to say," I sputtered, "that your prices are keyed to vessel size, not merely the product?"

"Absolutely," she said. "After all, you're harnessing more wind and gaining more forward-drive with these tell-tales than you were before—why wouldn't we charge more?"

All of which paled in comparison to pulling into a marina. I had, of course, expected to pay more for a longer boat—but that was merely the tip of the iceberg.

"What's her beam?" asked the dock master.

"Fourteen feet," I admitted.

Oh, 'double-wides' are expensive," he chuckled, "as, of course, we charge by the cubic area ..."

"... what about my pubic area?" I asked, shocked.

"Naw, cubic," he laughed, "but we're a modern company, Fatty. Thus, we've discarded yesteryear's quaint yardstick of LOA. That's so restrictive! Why not factor in depth as well?"

"Depth?" I muttered in amazement.

"Sure," the dock master said. "Water costs money. We had to pay for the dredging. And we might want to stow some submarines on the harbor bottom—which would be impossible if your vessel was particularly deep-drafted. See the logic? You have to pay, dude! It is that simple."


"Okay," I said, attempting to stand-tall and appear big-boat-ish. "So the dockage charge is length times beam times depth, right?"

"... don't forget air-rights," he chuckled. "After all, we might want to rent out the airspace above your vessel for model airplane demos ... or as a staging area for tiny aeronautical shows ... which we couldn't do if your sailboat has a mast."

"... and, if my sailboat has a mast, I have to pay extra, right?"

"YOU'RE GETTING IT!" he beamed.

My shoulders slumped. I dejectedly marched back to my dinghy. But my wife wasn't there. Just a note that read, "I'm at the jewelry store—buying a 2.5 times bigger diamond!"

*Editor's Note: Cap'n Fatty and Carolyn have just purchased an Amphitrite 43 built by Wauquiez—which they plan to immediately sail into bankruptcy.* 

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



# Varadero @ Palmas

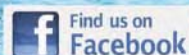
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# SAILING WITH CHARLIE

## SIMULATOR

BY JULIAN PUTLEY  
GRAPHICS BY BOB NOCK

In order to move forward we need to remember the past'. This well known philosophy is often applied to political history but it can also be applicable to just about anything. Charlie remembers the fledgling bareboat industry in the BVI in the early 70s. Yachts had no electric anchor windlasses; dinghies had no outboards (except perhaps the temperamental Seagull, if you were lucky). Berths were often one up/one down bunks, quirky alcohol stoves were the norm, refrigeration was non-existent, instruments were basic at best; the depth was found by a lead line. Luxuries like a GPS were not even on the horizon, so to speak, and air-conditioning was but a dream.

Recently, Charlie was captain of a chartered catamaran that had everything – except electric winches – and this was a major cause of disappointment. Noises came from the father of the family of five that the 15hp outboard could have been bigger in order to tow his three kids even faster in their inflatable donut. There was also the lamentable fact that there were no iridescent underwater lights for fish viewing at night “like that boat over there,” as he pointed to a mega yacht across the harbor. During conversation Charlie discretely brought up the subject of how far the charter boat industry has come in a mere 40-years, but this was met by how much the prices have increased in the same time-frame. The charter finally ended successfully but it was food for thought concerning the advances that might be expected in the next 40-years—enter the simulated charter!

More and more controls on a yacht are becoming push-button easy. There are now two-way electric winches for easing sails out as well as trimming them in. There are whistles, bells and buzzers on navigation systems that make sure you're going in the right direction. Microwaves provide instant gourmet meals and satellite phones keep you connected to home base anywhere in the world. It won't be long before sails will reef and trim themselves automatically. But



it's all rather expensive, so could charter companies provide a simulated sailing holiday in the future. Perhaps it would go something like this: A large dome shaped room is placed next to a pool representing a gorgeous tropical beach complete with pink sand and waving palms. The room comes with surround sound and all-round visuals of sea, sky and islands passing by. The simulated yacht heels to a steady trade wind breeze. A squall approaches, winds howl, sails reef right on cue, salt spray flies across deck, yacht starts pitching, vomit (simulated) lands on cockpit sole ... Then the sun comes out, yacht bears off on a comfortable reach, gorgeous hostess brings mango daiquiris; Jimmy Buffett's 'Changes in Attitudes' emanates from quadraphonic speakers mellowing the scene, handsome captain regales guests with stirring sea stories. Sometime later, sails come down automatically and anchor chain rattles out of imaginary hawser. Guests dive in and are greeted by simulated turtle ... Then it's off to the kite surfing simulator.

Well, perhaps you can't quite see it now but who could have predicted two-way electric winches, sat phones or even GPS 50-years ago? Could this be in the future: 'Sail the Caribbean Islands' in a simulator, in downtown North Dakota, in February?!

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

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# BLENNIES OF BONAIRE

PHOTOS AND ARTICLE BY CHUCK SHIPLEY



**B**onaire has long been recognized as a fish-watchers' paradise. Blessed with gin-clear waters and protective legislation that has declared the waters surrounding the entire island a marine park, the island abounds with interesting fish to see – especially in the small to medium-size range.

One of the more interesting and entertaining of the small fish are the bottom-dwelling blennies. Most blennies have fleshy, often multi-branched appendages called cirri above their eyes and on their snouts. They are sometimes confused with the similar-sized bottom-dwelling gobies (photo 1), but the gobies have stiff bodies, two-part dorsal fins and a lack of cirri, whereas blennies have flexible bodies and most have single dorsal fins.

Ichthyologists divide blennies into four families based on anatomical features.

*Blenniidae*, or Combtooth Blennies, have a single row of close-set teeth lining their jaws. They have blunt heads that feature goggle eyes and prominent lips. One of my favorite members of the family are the so-ugly-they-are-cute two to four-inch Redlip Blennies (photo 2), who reside in rocky inshore areas and shallow coral reefs. Very territorial, both sexes patrol and defend 'home' patches of perhaps five square feet each. Although they will dart into cover when approached by a diver, quiet waiting will



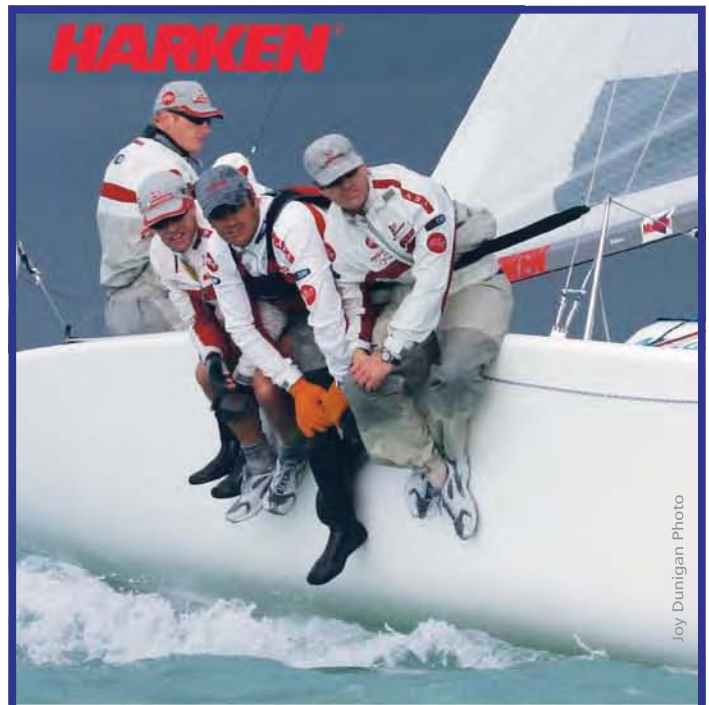
be rewarded by their return to the open where they typically perch on their ventral fins.

*Tripterygiidae*, or Triplefins, violate the general characterization of blennies by having three-part dorsal fins. Although there are five Caribbean species, they are all no more than an inch in length and so are not easy to find or identify, despite their habit of perching on the surfaces of sponges or coral heads. I was fortunate enough to stumble upon a beautiful example, the Lofty Triplefin (photo



3), perched conspicuously on the surface of a sponge of contrasting color.

*Labrisomidae*, or Scaly Blennies, feature tiny scales that are difficult to see. They generally have pointed snouts and small mouths and in many species, tall foredorsal fins. One of the more common of the scaly blennies in Bonaire is the two-inch Saddled Blenny (photo 4). Found on coral reefs at depths up to 50ft, they move about the bottom and stop to perch in tripod fashion.



Joy Dunigan Photo

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2008- Winner, Puerto Calero RC44 Gold Cup, Team Ceerif

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*Chaenopsidae*, or Tube Blennies, include some with spectacular dorsal fins and are notable for their fierce mouth-to-mouth combat. One of the most common of the tube blennies in Bonaire is the one-inch Secretary Blenny (photo 5), easily identified by the white streak below and behind and the branched cirri above the eye. Found in waters five to 25ft in depth, they often inhabit small worm holes in white limestone rocks in which they perch with head extended; occasionally darting out to grab suspended particles of food.

Another entertaining tube blenny is the Sailfin Blenny (photo 6). This two-inch Blenny inhabits holes in the ocean floor, at depths ranging from three to 35ft. They rest on their long ventral fins with just their heads protruding, and then occasionally dart up and bob while flicking their sail fins up and down. This momentary display is how they can be spotted from a distance. If approached too closely, they disappear into their holes.

**Chaenopsidae, or Tube Blennies, include some with spectacular dorsal fins and are notable for their fierce mouth-to-mouth combat.**

Difficult to find at first, until one has learned how to look, is the relatively uncommon two-to-three-inch Yellowface Pikeblenny (photo 7) which sports a distinctive Daffy Duck profile. They inhabit small holes in areas of sand and coral rubble, and prefer clear water in depths of 15 to 60ft. When sitting inside their tubes with only their heads above the sand, their slender bodies closely resemble the stems of dead algal bushes and grass stubble scattered about their sandy habitat. As was the often case, I stumbled upon this specimen while slowly inching just above the bottom. Once I knew where he was and what he looked like, I would return many times to try to get a picture of him with his dorsal fin extended. I finally succeeded only after taking with me a mirror; when he spotted his reflection he instantly displayed the aggressive behavior characteristic of the tube blennies: mouth wide open and dorsal fin flared.

Bonaire blennies: an illustration of the fact that fish don't have to be big to be interesting. 

*An avid amateur photographer, Charles (Chuck) Shipley was a Professor of Computer Science until his retirement in 2005, when he and his wife Barbara moved aboard their 2001 Kadey-Krogen 48 North Sea Tusen Takk II. They have been cruising the Caribbean since January 2007.*

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# FA-LA-ME WINS BAHAMAS BILLFISH CHAMPIONSHIP

BY CAROL M. BAREUTHER



Top Boat *Fa La Me* – Owner/angler Frank Rodriguez (standing, third from left) with trophy

PHOTO COURTESY OF THE BBC

There's nothing like a brand new boat to put a champion shine on the competition. That's just what Florida's Frank Rodriguez and his team did by winning the highly competitive four-leg 2012 Bahamas Billfish Championship (BBC) aboard Rodriguez' new 70ft Viking Convertible, *Fa-La-Me*.

"We have fished the BBC for several years," explains *Fa-La-Me's* Capt. Rob Moore. "The last was in 2007 when we came in second overall and two years before that we were third and fourth. So, winning this year with the new Viking was really special."

The BBC kicked-off with the Guana Cay Championship, April 14th to 19th.

Al Behrendt, BBC president, says, "The first year we went to Guana Island was 2011. It proved so successful we went back this year and will again in 2013."

*Fa-La-Me* narrowly missed third place in this season opener, tying on points with third place finisher and 2010 BBC champion, *Miss Annie*, but dropping to fourth on time. *Fish Tales*, out of Miami, won the leg.

"We caught three blue marlin and a white marlin on the lay day, but these didn't count in the tournament

scoring," recalls Moore, of *Fa-La-Me's* potent fish-catching capabilities.

What was to become Tropical Storm Beryl didn't dampen the fishing enthusiasm aboard *Fa-La-Me* in the Harbour Island Championship, held May 5th to 10th. The team won, racking up a 'Grand Slam' the first day with the release of a blue, white and sailfish and adding 700 bonus points, plus releasing a white on the last day.

Then, *Fa-La-Me* finished in third place in the Marsh Harbour Championship, June 5th to 9th, where the Florida team aboard *Krazy Salt* won. *Fa-La-Me* also finished third in the finale Treasure Cay Championship fished June 19th to 23rd, where Florida-based *Cowpoke* led the leg. The final championship point total put the *Fa-La-Me* team 2500 points ahead of second place overall finisher *Miss Annie*. *Fa-La-Me* ended the four-leg series with the release of eight blue marlin, six white marlin and one sailfish. Forty-nine boats competed in this year's BBC.

**"The new boat has been awesome. We have put 900 hours on it since January. Looking ahead, we'll be spending some of the summer of 2013 in St. Thomas."**

"The BBC was very good to us this year," says Capt. Moore. "We also placed second in the Billfish Blast on Cat Island, which was in between the first and second legs of the BBC. Right after the BBC we traveled 750 miles to Bermuda and won The Bermuda Release Cup and Bermuda Big Game Classic. The new boat has been awesome. We have put 900 hours on it since January. Looking ahead, we'll be spending some of the summer of 2013 in St. Thomas."

In addition to owner/angler, Rodriguez, and Capt. Moore, the *Fa-La-Me* team included angler Steve Butcher and mates Jon Meade and Taylor Becford.

The BBC will celebrate its 40th anniversary in 2013.

"As part of the celebration," says the BBC's Behrendt, "we will return to a four tournament schedule and fish Monday, Tuesday, Thursday and Friday. Wednesday will be the mandatory lay day. You might say we are returning to our roots since this is the tournament format that was used in 1973 when the informal competition to determine the 'Bahamas Champion' took on a more organized form and became the 'Bahamas Billfish Championship'.

For full results and tournament dates for 2013, visit: [www.bahamasbillfish.com](http://www.bahamasbillfish.com)




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

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# VI GAME FISHING CLUB OPEN BILLFISH TOURNAMENT

BLACK GOLD STRIKES AND WINS

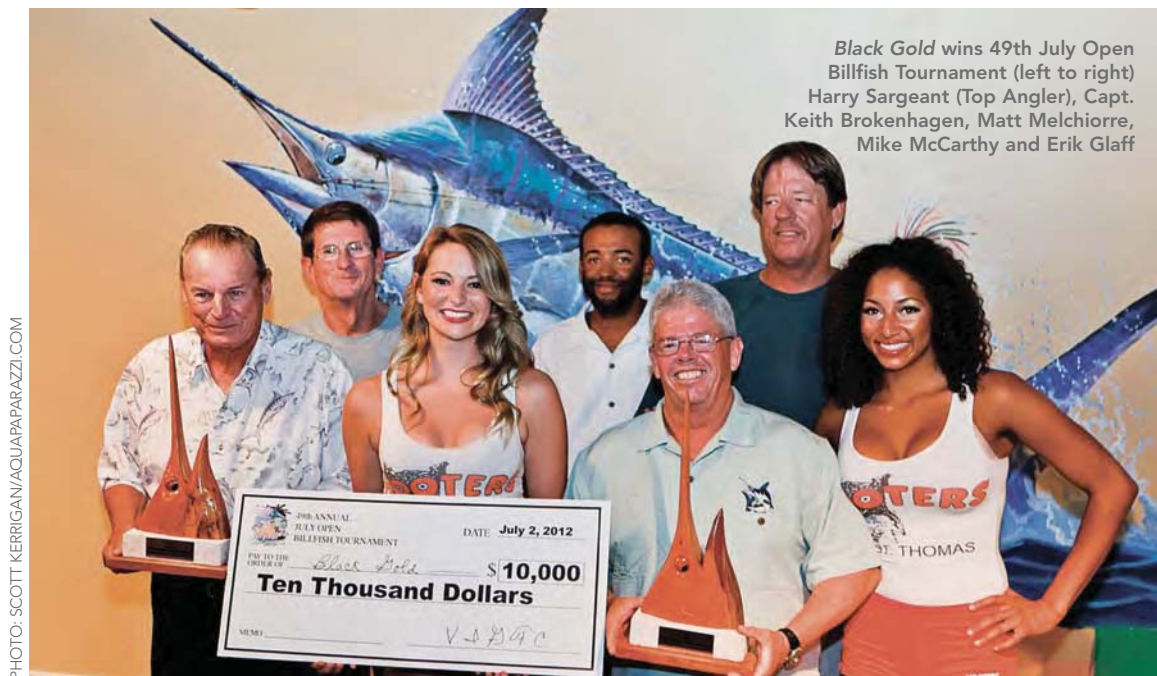


PHOTO: SCOTT KERRIGAN/AQUAPAPAZZI.COM

Black Gold wins 49th July Open Billfish Tournament (left to right) Harry Sargeant (Top Angler), Capt. Keith Brokenhagen, Matt Melchiorre, Mike McCarthy and Erik Glaff

**B**lack Gold held their lead on the final day of fishing to win Top Boat in the 49th July Open Billfish Tournament (JOBT), hosted by the Virgin Islands Game Fishing Club (VIGFC). Harry Sargeant, owner and angler aboard the 65ft American Custom Yacht, released two blue marlin on the final day to give *Black Gold* its winning total of five blue and one white marlin. Sargeant released four of the blue marlin to earn Top Angler and the prestigious 'Give Him Line' award, plus \$10,000 cash and a beautiful hand-carved marlin head by wildlife artist David Wirth.

"We jumped one blue marlin off early," Sargeant says as he recapped the last day. "Then I hooked another around 12:30pm off pitch bait. It was a good size; about 400lb, and about a 20 minute fight before releasing it. The last blue marlin came up around 2:30 on pitch bait. It was smaller, around 250 to 300lb, and the release came in about 25 minutes."

In the wake of many of the tournament's fleet seeing fish that didn't seem to want to bite, the *Black Gold* team not only found them, but fed them successfully too.

"We really just concentrated on fishing," says Sargeant, about the team's secret to success. "We didn't really worry about being first, last or in the middle."

The Virgin Islands-based charter boat *Mixed Bag II*, went

fishless for the final day; however, they retained Second Best Boat standing, with three blue marlin releases total, and pocketed a \$5000 prize.

"We saw one fish in the morning and it didn't eat," explained Clay Gaffney, mate aboard the 40ft Luhrs Express. "That was it for the day."

The same story held true aboard the 68ft Hatteras *Gulf Rascal*, they finished as Third Best Boat with two blue marlin releases for the tournament and won \$2500.

Fifteen-year-old Tristan Lambert on the 80ft Merritt *Reel Tight*, was one of six anglers who did release a blue marlin on the last day of fishing. This, plus the blue Lambert released on the first day, gave him two to win the Top Junior Angler award.

A total of 21 blue and one white marlin were released by the ten-boat fleet in three days of fishing.

IGFA trained Observers, all members of the IGFTO (International Game Fish Tournament Observers), rode aboard each boat throughout the tournament to verify the releases.

Proceeds from the JOBT benefit the Boys & Girls Club of the Virgin Islands.

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

Report submitted by Carol M. Bareuther

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# SPELLBOUND WINS SEVENTEENTH CAICOS CLASSIC

BY CAROL M. BAREUTHER

PHOTO: PANOPLY SPORT FISHING & CHARTERS



Experience, teamwork and a desire to win led *Spellbound* to victory in the 17th Caicos Classic IGFA Billfish Release Tournament with five blue marlin releases. The tournament was fished June 22nd – 25th, out of Turtle Cove Marina in the Turks & Caicos Islands, under sunny skies with a light chop on the seas.

"The first day we started fishing off Ft. George, pro-

The Ladies Angling Team – Clockwise from left: Belinda Martin, Delphine Hartshorn, Patricia Hardwick (with dog K.O.), and Morgan Luker

ceeding southeast towards Parrott Cay, Three Mary's Cay and the stranded freighter [sic], working up sea and down sea in this area all day and over the next two," explains Tobin Wiener, owner and angler aboard the winning 52ft Hatteras, *Spellbound*. "Ed Medley released our first blue marlin off the right rigger by 9:21am and less than an hour later Robbie Hehenberger released another blue off the right flat."

The second day, *Spellbound* anglers Medley, Hehenberger and Bill Caldwell each released a blue apiece. *Spellbound* anglers jumped two blues off the riggers on the third day and ended up releasing none, but their five fish total for the tournament was enough to secure their win.

"We have all fished together here, the Bahamas and the Pacific," says Wiener, about his Gulf Coast, Florida-based team. "We pretty well know what each other's responsibility is when hooked up and landing a fish. The desire to finally win this tournament – and of course some luck – were the secrets to our success!"

**"Ed Medley released our first blue marlin off the right rigger by 9:21am and less than an hour later Robbie Hehenberger released another blue off the right flat."**

This title earned the *Spellbound* team an entry into the IGFA World Billfish Championship in April 2013 in Costa Rica.

After 5 finished second with three releases, while the all-ladies angling team aboard *Panoply* finished third with two releases.

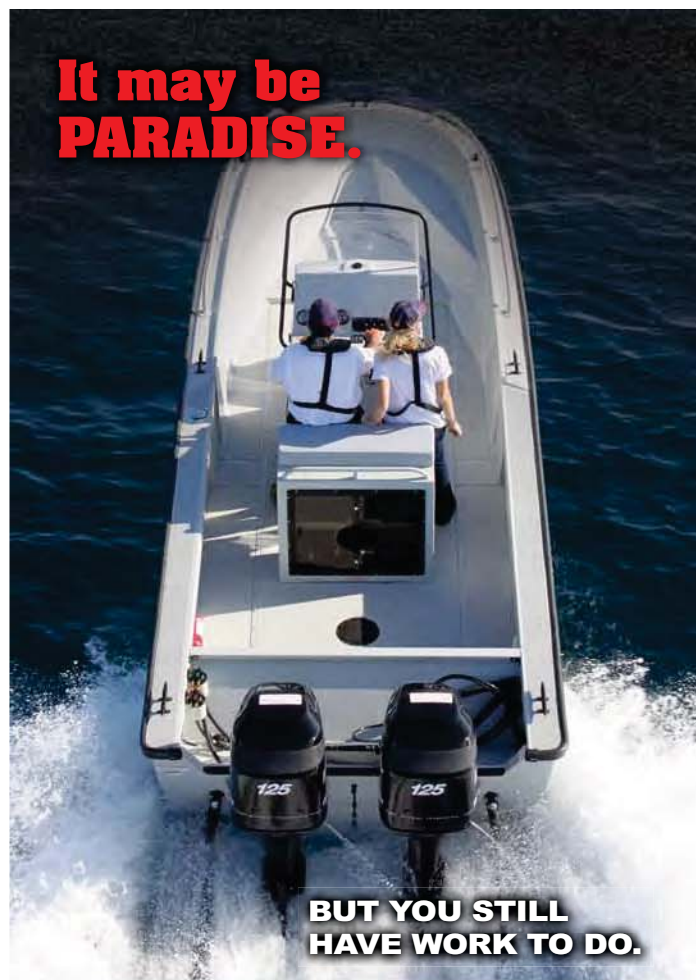
"We thought it would be great if we placed in the tournament as an all ladies team to show the guys that the girls aren't half bad at bringing in the big fish," says Delphine Hartshorn, owner and angler aboard the 46ft Bertram Sport Fisherman, *Panoply*. Hartshorn caught her first-ever blue in the afternoon of the tournament's first day during a 28-minute fight. Her release of a second blue marlin on the last day secured *Panoply* its top three finish.

In total, the five-boat tournament fleet recorded over 20 hook-ups and 11 blue marlin releases.

The 2012 Caicos Classic benefited two charitable organizations: The Edward Gartland Youth Centre and The Billfish Foundation.



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



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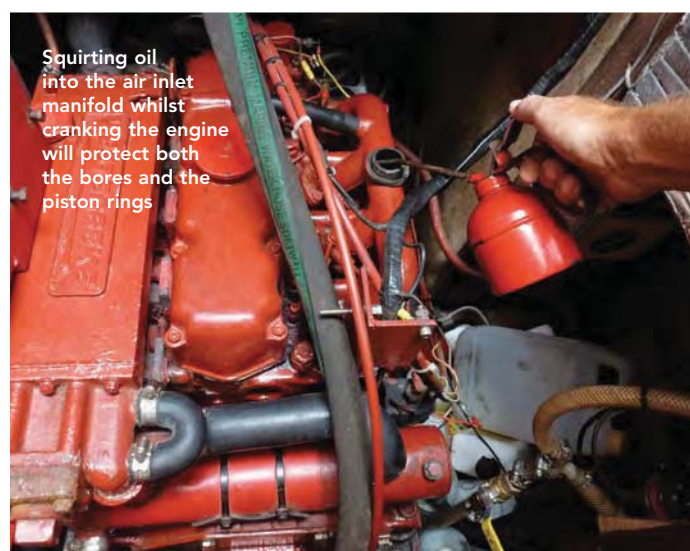
PHOTOS AND STORY BY SIM HOGGARTH



Change the oil – the best thing you can ever do for your diesel engine

**F**or many seasonal sailors it is the time of year to start preparing for that annual trip home. Flights booked, insurance companies emailed, marina or haul-out organized, duty frees purchased and off we go ...

But wait a minute. Let's take a moment to consider the needs of our floating abode. Sure, you've removed the sails and the canvas work; made sure the valuables are hidden and secure, emptied the fridge and flushed the head. But were you really going to leave Percy the Perkins or Westie the Westerbeke without saying goodbye? Shame on you!



Squirting oil into the air inlet manifold whilst cranking the engine will protect both the bores and the piston rings

With just a little bit of tender loving care, that faithful friend will carry on providing years of sterling service; without it, its days may be numbered. These few small tasks performed now will pay dividends in the long run.

Firstly, change the oil and oil filter in the normal way. Contaminants in dirty engine oil will eat away at the engine internals more than ever when the engine is not in use.

Next, close the sea water inlet cock and remove the sea water pump impellor. If it's in good shape keep it to refit at the start of next season. If not, discard it and check you have a spare. Drain down the rest of the sea water circuit from the lowest points; don't forget the sea water in the exhaust system.

Remove the air intake assembly and squirt a bit of clean engine oil into the inlet manifold whilst cranking the engine a little. Don't allow the engine to start. This will leave a little oil on the cylinder bores and circulate the clean oil now in the sump. Seal up the inlet manifold with a rag and some duct tape and clean the air filter ready for next season.

Remove the exhaust pipework at, or after, the exhaust outlet elbow and clean out any deposits in the elbow and dry everything out. Then seal it up in the same way as the inlet manifold.

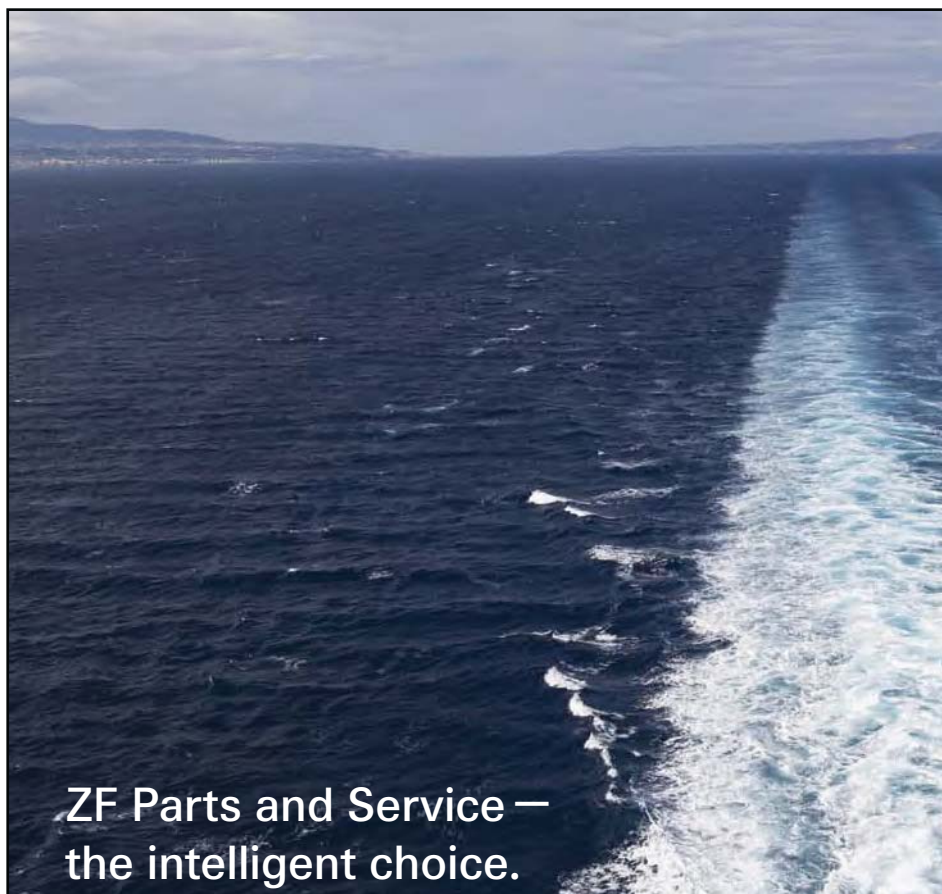
Change the transmission oil and refill to the normal level. Note that some engine manufacturers recommend filling the gearbox completely to prevent internal corrosion if laying up for an extended period. Check your engine manual for specific data.

Drain out all the coolant (antifreeze being something of a misnomer in the Caribbean) and replace with new. Always use ethylene glycol-based coolant mixed at the correct ratio. The coolant, as well as preventing freezing, inhibits corrosion and its effectiveness lessens with time. Make up the mixture before putting it into

the engine to ensure it's thoroughly mixed. Fill it slowly and bleed out any air from the highest point.

Make sure the battery is topped up with distilled water if appropriate, and fully charged. Disconnect it and clean the terminals. Coat them with petroleum jelly ready for next year.

Fill the fuel tank; a full tank leaves less room for condensation. Drain any water from the bottom of the tank and



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add a good dose of biocide treatment. Drain any water from the fuel filters, or better still, change them for new.

For an extended lay-up, slacken off any drive belts to give them a longer life and to take the load off the pump and the alternator bearings.

Finally, a liberal spray with WD40 all around, particularly on the starter and alternator and all the electrical connections, will help keep corrosion at bay.

Re-commissioning is pretty much a reversal of the above; reconnect the exhaust system and refit the air filter assembly. Retighten the drive belts and reconnect the battery. Check all the oil levels, don't forget the gearbox level. Crank over the engine on the starter motor to get the oil circulating; five second bursts with ten second breaks, three or four times should do it. Hold out the stop cable or hold in the stop button. Don't let the engine start. Refit the sea water pump impeller with a smear of petroleum jelly and open the seacock. Start the engine according to your normal procedure, check for water, oil or exhaust leaks. Stop the engine and recheck the oil and coolant levels and you're ready for another season of trouble free motoring. 

*Sim Hoggarth is a British merchant navy marine engineer now cruising in the Caribbean with his wife Rosie on board their Corbin 39 Alianna.*



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# FIRECRACKER 500 REGATTA

## RECORD FLEET COMPETES – FIREWATER WINS

BY CAROL M. BAREUTHER

PHOTOS: WEST END YACHT CLUB



The crew of *Firewater* celebrate their victory



The Squibs were crewed by kids from the BVI Watersports Centre

Sailors were so ‘fired-up’ to race the BVI’s West End Yacht Club’s annual Firecracker 500 Regatta that a record fleet of 22 boats came out July 7th to compete in this 18 nautical mile pursuit-style race whose course rounded Dead Chest and Pelican Islands with a finish back at Nanny Cay Marina.

*Firewater*, the BVI’s Henry Leoning’s Melges 24, took first place. “We had a really good crew and a fast boat,” says Leoning. “We didn’t fly a spinnaker on the last two legs, but the course provided a nice point of sail for my boat, it reached well and we really got ahead of the fleet.”

Yet, it was the USVI’s Mike Finley aboard the IC24, *Grey Goose*, which really put the heat on *Firewater*. “We were in the lead all the way down on the downwind leg and we were in the lead all the way up to the finish line, when we got passed 50 yards from the finish line and lost to *Firewater* by four seconds,” says Finley. “We messed up trying to fly the spinnaker at the first leeward mark. We should have dumped the spinnaker and put up the jib and it cost us the race. That’s racing!”

The BVI’s Julie Deakin and the crew on the IC24, *Latitude 18*, finished third. “We won this regatta in 2010, but this year *Grey Goose* just flew. We beat them at the start, but couldn’t

catch up to them upwind. The finish was great though with everyone getting close. That’s the fun of a pursuit race.”

Clear sunny skies and winds blowing steady at 15 knots from the ENE allowed every boat to finish in a timely manner. That’s remarkable considering it was a real mixed bag fleet. There was everything from little boats like a 22ft Beneteau, Squibs crewed by kids from the BVI Watersports Centre, and an IC24 sailed by KATS kids, to really fast boats like the Olson 30, *Rushin Rowlette*, Tartan 10, *Windemon*, and Melges 24, *Firewater*. There were even a couple of catamarans such as the 35ft Edel Cat, *Wildfire*, and new Lagoon 45, *YOLO*. Sailors came from the BVI as well as all three USVI.

The crew from *Firewater* scored a double-win for the day when crewmember Nick Cunha won the after-racing Chile Cook-Off. This year’s regatta raised \$600 for the BVI KATS Program.

The Firecracker 500 Regatta is the second of the 2012-2013 Gosling’s Regatta Series. After two regattas, *Rushin Rowlette* and Reba/Team Red Stripe are tied for first with *Firewater* third in the 32-boat fleet. The Series continues with the Royal BVI Yacht Club’s Round Tortola Race on November 17th. For more information, Email: [martin@sailsistership.com](mailto:martin@sailsistership.com)





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# CARIBBEAN BOATYARD UPDATE

## MORE CHOICE THAN EVER BEFORE

BY CAROL M. BAREUTHER



COURTESY OF IGY MARINAS

**H**urricane season is the prime time to haul boats for routine maintenance and repairs. Yet, during the peak of the Caribbean's winter yachting season it's good to know that there are a variety of boatyards throughout the region that can offer a number of state-of-the-art services. Here's a round-up of 'What's New' at a sampling of ten yards throughout the Caribbean.

### **Rodney Bay Marina, St. Lucia**

A number of new services have been added at this full-service boatyard, says assistant general manager, Edwin Chávez. "These include: sandblasting of keels, osmosis repairs (GelPlane Peeling), water maker services (replacement/installation/maintenance/procurement of parts), restoration and balancing of propellers and most importantly we have expanded our rigging capabilities by bringing new technicians onboard with expertise in inspection, replacement and tuning of standing rigging."

Ask about special limited-time yard discounts. [www.igy-rodneybay.com/boatyard](http://www.igy-rodneybay.com/boatyard)

### **IBC Shipyard, Dominican Republic**

Commitment to service is a focal point of our new services, says Fernando Flaquer, general manager of the Marina Casa de Campo-based yard. "Our technical staff has been re-certified on electronic systems and equipment, a new technical engineer with more than ten-years of global experience specializing in electric and electronic systems in yachts has joined our service center full time, and we've set up service agreements with renowned yacht brands such as Azimut, Ferretti and Nayad Marine." In addition, there's a new modern meeting room for captains and surveyors, the entry channel has been dredged to a depth of 11ft, and now Jazz concerts on Thursday nights that are drawing a crowd. [www.ibinautica.com/ibc/index.htm](http://www.ibinautica.com/ibc/index.htm)

Flexiteek at Polypat Caraïbes, St. Martin



### **Polypat Caraïbes, St. Martin**

Located in Sandy Ground, this established yard specializes in many types of repairs. "This year, we are a new application center for Oceoprotec and after-services center for the Caribbean," says Béatrice Wojick, who owns the facility with husband, Fred. The yard also offers GelPlane, a new system for removing gelcoat and they are the local agent for Flexiteek. [www.saintmartinboatyard.com](http://www.saintmartinboatyard.com)



The new 150ft floating dock at International Marine Management, Guadeloupe

### **International Marine Management (IMM), Guadeloupe**

Located near to La Marina Bas-du-Fort, IMM has significant experience in the refit industry in Europe and is bringing those same standards of repairs to the Caribbean. In August, IMM launched its new 150ft floating dock quayside in Pointe à Pitre. "This dock is capable of hauling out yachts up to 165ft," says Norina Edleman, IMM manager. In addition to the floating dock, Edleman adds, "IMM has been developing an installation for refit and repair of larger yachts for the past two years (as a complement to repair services offered in the Marina, which is focused on smaller vessels). IMM has over 1000ft (300m) of quay for alongside berthing and/or afloat repairs, and will soon have five stern-to berths for yachts up to 264ft (80m). IMM's facilities are located in a secured, ISPS-compliant area." [www.imm-yachting.com](http://www.imm-yachting.com)

Jolly Harbour Marina and Boatyard

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## Jolly Harbour Marina, Antigua

New boatyard facilities include upgraded dinghy storage with the rack now under cover, well lit and secured with gates, and a new purpose-built well-secured outboard motor rack. New services include customized boat management services, free Wi-Fi service exclusively to customers, and CCTV system that reinforces the security level provided by the group patrol team. In addition, says general manager, Jo Lucas, "We now have a news and offers page on our website."

You will find information on new services posted in this area as well as details of any discount packages or special offers. During Hurricane Season we will be posting details of any storms that may be in the area." [www.jolly-harbour-marina.com](http://www.jolly-harbour-marina.com)



## Grenada Marine, Grenada

Staff in this well-protected St. David's Harbour yard enjoyed the latest training thanks to an inaugural July Raymarine Workshop. The workshop, led by Grenada Marine's electrical engineer Herve Pugin, a certified Raymarine technician, covered topics such as an introduction to NMEA 2000, the latest Raymarine units, advice on software updates, and a demonstration of the Raymarine Control App for the iPhone/iPad. New in the yard is work with teak decking systems, application of antifouling paint with an airless spray system, and a finely-tuned project management system to increase customer satisfaction. [grenadamarine.com](http://grenadamarine.com)

St. Maarten Shipyard N.V.

### St. Maarten Shipyard N.V., St. Maarten

New services at this Simpson Bay Lagoon-based yard, which can accommodate yachts up to 250ft, canvas/sail repair, welding/plate replacement, engine rebuilds, hull repair, fiberglass painting/gel coating, propeller/shaft/rudder repair, varnish and clear-coating, custom woodwork, tank cleaning, waste oil extraction, sand/soda blasting, rigging, fiberglass/metal/wood/exotic material fabrication, new construction or hull extension/replacements and mechanical repairs. New facilities, says office manager, Sarah Boekhout, includes "100ft canvas covered paint sheds, storage units and workshops for rent. We also have the world's fastest self-propelled hydraulic boat lift trailer specializing in haul out of catamarans, and monohulls. The Sealift has a shape conforming air-bunk support that enables us to carry a vessel on air!" [www.stmaartenshipyard.com](http://www.stmaartenshipyard.com)



PHOTO: ALASTAIR ABREHART, BROADWORD COMMUNICATIONS

Nanny Cay Boat Lift

## **Nanny Cay Resort, Marina & Boatyard, Tortola, BVI**


Husky Towing and Salvage has moved its base to this 25-acre complex providing all kinds of underwater services and salvage, says general manager, Miles Sutherland-Pilch. "We are expanding our facility to provide more room for summer storage and work. In addition, we now have sand screw tie downs for boats during hurricane season. We have always had the cradles, which are very popular still, but more people are going with the regular stands and sand screws." [www.nannycay.com](http://www.nannycay.com)

## **Nevis Boatyard, St. Kitts & Nevis**

Land has just been cleared in Oualie Bay for this new boatyard development. The yard will primarily be a storage yard for smaller trailerable boats. Owners will continue to

offer a mobile service both on Nevis and at sea and repairs and replacement parts can be supplied and fitted. The yard has extensive accounts with all major chandlers. [www.nevisboatyard.com](http://www.nevisboatyard.com)

## **Peake Yacht Services Ltd., Trinidad & Tobago**

English, German, Spanish and soon French, will be spoken here thanks to the linguistic training of a new front desk receptionist. In addition, says owner Peter Peake, "more security cameras have been added and soon customers will be able to look at the yard online." [www.peakeyachts.com](http://www.peakeyachts.com) 

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

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# SNIFE JUNIOR NATIONAL CHAMPIONSHIPS

VICTORY FOR PUERTO RICO'S RAUL RIOS AND MANUEL INSERNI

BY CAROL M. BAREUTHER



Sailing smart and fast is how Puerto Rico's Raul Rios and crew Manuel Inserni won the 2012 US Snipe Junior National Championships. This marks the third time Rios has won this event, sailed this year out of the Coral Reef Yacht Club in Florida from June 16th to 17th, and second time in a row.

Twenty-one U.S. and international teams raced with breezes blowing 10 to 14 knots from the east on the first day and winds gusting over 20 knots the second day.

Nineteen-year-old Rios, who will be sailing for Boston College this fall as well as competing in the Snipe North Americans and Snipe Western Hemisphere Championships, explains, "We sailed bad upwind in each of the first day's races, having to come back beat by beat, and finishing second just one point out of first. We sailed much better the second day with a first and second and won with a four point lead. I believe our success was adapting to our errors and sailing smarter and faster each race."

San Diego, California sailors Nevin Snow and Claire Reidman finished second. Skipper Addison Hackstaff, formerly of St. Thomas, U.S. Virgin Islands and now St. Petersburg, Florida, and crew Natalya Doris, ended third, five points behind the second place finishers.

Hackstaff tells, "Although I had some problems trying to acclimate to my new crew, I managed to place sixth, fifth and sixth in three races on the first day. The wind was great, just like I was used to sailing in the Virgin Islands. The second day we did quite well with a third and a first narrowly making third by one point. My consistency helped because I never had any races where I finished in the back of the fleet. This in turn helped me stay focused mentally and helped me get the job done."

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

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# SUBBASE DRYDOCK LAUNCHES NEW & IMPROVED DRYDOCKS

BY CAROL M. BAREUTHER



PHOTO: GENE KRAL, JR.

**F**acilities for servicing yachts in the Caribbean took a giant leap forward this year. Subbase Drydock, located on the western side of Charlotte Amalie Harbor on St. Thomas, U.S. Virgin Islands, has added to its impressive facilities, enabling recreational and commercial megayachts, motoryachts and large catamarans to undergo much needed or emergency work without having to travel all the way to southern Florida.

First, the nearly three-decade-old family owned and operated business added another section to its 1000-ton drydock, bringing the overall length with aprons up to 170ft. This has increased the working range of the drydock, which can now handle vessels with a draft of sixteen-and-a-half feet, a beam of 50ft and length of 170ft.


Secondly, Subbase Drydock replaced its 20-year-old 300-ton drydock with a brand new 450-ton dock that was launched in June this year. This dock can handle vessels with 12ft draft, 45ft beam, and a length of 120ft. With the 45ft beam, versus the 38ft beam of the old dock, the company can now handle most large catamarans.

"This new drydock will be able to handle most of the larger cats, not to mention all the other vessels we service," says owner, Gene Kral, Sr. "The old drydock was built for us 20

years ago by Conrad Industries and went through two major hurricanes. Designs have improved since then. Plus, the paints used to preserve steel have improved over the years."

The new 450-ton drydock was built in-house out of 275 long tons of steel.

"The dock was designed by Sterling Marine Inc., in Florida, the same as the large drydock, but we built it all with in-house labor. It took us 203 days from laying out the plans to launch," Kral explains. "We saved approximately \$500,000 in shipping, plus another \$500,000 in labor, with our cost coming in around \$1.8 million. I think this project was one of the largest marine builds in St Thomas for at least the past 100 years."

In addition to the two drydocks, Subbase Drydock has a 100ft crane and offers a complete machine shop that can fabricate shafts up to 12-inches in diameter and 28ft in length. Other services include plasma cutting capabilities, fiberglass repairs, painting and the largest inventory of stainless steel and aluminum in the Caribbean. Rigging, engine and sail loft services are also available. 

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

# SCOTIABANK INTERNATIONAL OPTIMIST REGATTA

WILL LOGUE OF THE USA WINS ON A TIE-BREAK



CREDIT: DEAN BARNES

The USA's Will Logue, winner of the 20th Annual Scotiabank International Optimist Regatta

Only four points separated the top five sailors going into the third and final day of racing at the 20th Scotiabank International Optimist Regatta, held out of the St. Thomas Yacht Club, U.S. Virgin Islands, June 22nd –24th. After three final races in 12 to 15 knot winds, it came down to a tie-breaker to determine 14-year-old Will Logue, from Riverside, Connecticut, the overall winner, topping nearly 100 other sailors.

"I didn't do well in the second race this morning, so it was really close. But I came back strong in the last race to win," says Logue. "My strategy is always to stay positive and do the best I can."

This was Logue's first trip to the Caribbean. "What I really like here are the heavy winds," he says. "It was great sailing."

Logue won not only the overall championship, but also the 13-to-15-year-old Red Fleet.

In the 11-to-12-year-old Blue Fleet, it was Ivan Shestopalov from Miami, Florida, who finished first.

The BVI's Thad Lettsome won the age ten and under White Fleet. This is impressive since Lettsome has only been sailing for a little over a year in the Royal BVI Yacht Club Sailing Program.

"It was fun," says Lettsome. "It was also the biggest regatta I've sailed in to date. I just tried to stay left or right, whatever direction the wind was coming from."

The Dominican Republic's Justina Pacheco earned the Top Girl award.

In the beginner Green Fleet, it was Mateo DiBlasi from St. John, USVI, who took a commanding lead to win. "I always went where there was the most wind," says the nine-year-old. "Now, my next race I get to go in White Fleet. That will be hard, but I'm ready."

Will Logue also won the Pete Ives Award, given for a combination of sailing prowess, sportsmanship, determination and good attitude both on and off the water.

The USVI's Maggie Finley earned the Chuck Fuller Sportsmanship Award.

A record 127 sailors competed in the Advanced Red, Blue and White Fleets and beginner Green Fleet. The Advanced Fleets completed 11 races and the Green Fleet a total of 16 races over the three days of competition. Sailors hailed from 16 nations – Antigua, the Bahamas, Barbados, Bermuda, the British Virgin Islands, Canada, Curacao, Dominican Republic, Mexico, Puerto Rico, Russia, Spain, St. Maarten, Trinidad & Tobago, the USA and USVI.

For full results, visit: [www.regattanetwork.com](http://www.regattanetwork.com). For information about the regatta, visit: [www.styc.net](http://www.styc.net)

Report by Carol M. Bareuther



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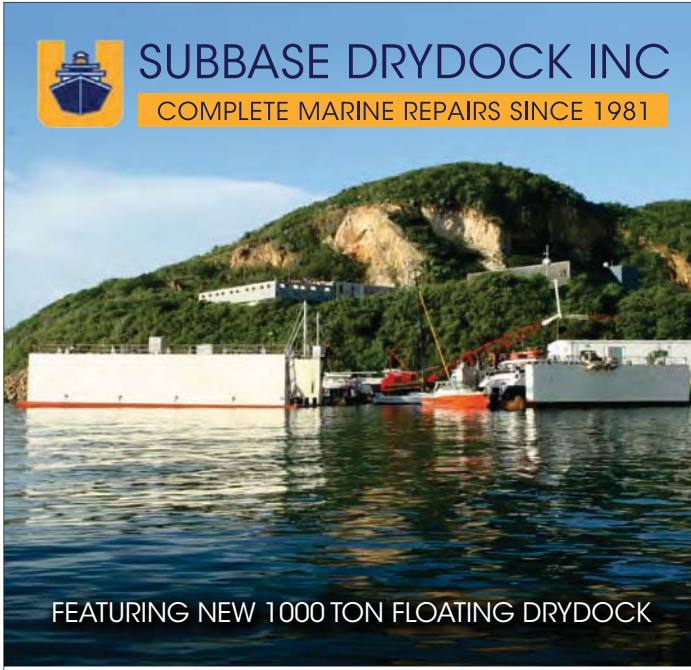
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# LEVERICK BAY DINGHY POKER RUN WINS FOR CHARITY

BY TODD VANSICKLE

Virgin Gorda's North Sound hasn't seen pirates in hundreds of years, but recently the area was invaded during the sixth annual Leverick Bay Dinghy Poker Run.

Instead of plundering and pillaging, about 100 people, dressed as pirates, collected cards at five stops in the sound in hopes of forming the best poker hand.

The dinghy poker run was started by Mark Paulson and Leverick Bay Resort Manager Nick Willis as a way to raise money for charity.

"It started out as a crazy idea and Nick thought it would work," Paulson said. "We basically get wet and have a good time in the sound."

All the prizes were donated by local businesses so that the registration fee could be donated to the Virgin Gorda Animal Rescue. Seventy-four hands were sold, raising \$3,700 for the charity. Since the event first started about \$10,000 has been donated to the organization.

At the start, participants waged battle against one another on the water in their dinghies with squirt guns and buckets of water.

The first card was collected at Leverick Bay Resort, before heading to the Sandbox Beach Bar on Prickly Pear where they collected their second card. The lunch stop was at Saba Rock Resort and then the fourth card was collected at Bitter End Yacht Club. The last stop in North Sound was at the Fat Virgin, before participants collected a wild card at Leverick Bay Resort.

Over the years the event hasn't changed much. The stops remain the same, but it has received more support from not



PHOTO: TODD VANSICKLE

only boaters, but also residents, according to organizers.

It started out as just bareboaters who participated in the event, which was promoted through the online forum [traveltalkonline.com](http://traveltalkonline.com). But now the event is getting more participation from people who aren't at the event, whom Paulson calls "armchair admirals."

"It has mainly just grown more and more every year," Paulson said.

The event received support from The Moorings, which donated five dinghies. This enabled organizers to charge land-based participants for use of the dinghies, which helped boost the amount of money donated to the charity.

Faye Barksdale of Missouri was competing in the dinghy poker run for the second year.

"It was a little unnerving and a little rough," Barksdale said, after arriving at the first stop. "There was a lot of water being thrown."

She was with her family and friends on a charter boat vacation. The reason she opted to do the event for a second time was for the camaraderie and it is for a good cause.

"It is a good group effort for a good purpose," Barksdale said.

## RESULTS

- 1: Four Queens — Catatonic
- 2: Ace Flush — Jeanius
- 3: Jack Flush — Jeanius
- 4: Straight 10 through to Ace — One Love

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

# HIHO INTRODUCES PAINKILLER THRILLER

BY TODD VANSICKLE

PHOTO: TODD VANSICKLE

Stand up paddlers wait for the start of the Painkiller Thriller relay — a 13-mile race from Trellis Bay to White Bay, Jost Van Dyke

**H**ighland Spring HIHO organizer Andy Morrell stayed busy during this year's event, which featured windsurfing and stand up paddling races around the BVI.

On the first day of the event, which started near Virgin Gorda's Bitter End, races got under way with a gusty squall

that moved through the area. Shortly after the start, Morrell was called to rescue competitors who either got hung up on a reef or stepped on a sea urchin.

Despite the few perils the competitors faced early on, the organizer was happy with the event, which had "good wind," according to Morrell.

Participants from around the world competed in the annual event that featured a windsurfing division with 15 competitors and a Stand Up Paddling (SUP) division with about 18.

"We are a little softer this year, but we are getting better depth," Morrell said.

The 'depth' included America's Cup crewman Shannon Falcone of Antigua in the SUP division, and professional windsurfer Wilhelm Schumann of Brazil who won the event for the second consecutive year.

In the SUP division, all eyes were on Chase Kosterlitz of Florida who won all the races, including the Painkiller Thriller relay.

The inaugural race featured seven SUP teams of three, including one female, paddling 13 miles along Tortola's north shore from Trellis Bay to White Bay, Jost Van Dyke. It was billed as an "event within an event," Morrell said.

"I have never done an event like this," Kosterlitz said, who does about 20 professional SUP races a year.

He competed with Belar Diaz of Spain and his girlfriend Sarah Bryne as Team Fanatic to win the \$4,000 prize.

Second place went to Colin Butler and Gail and Eric Walker of Team St. Thomas.

Shannon Falcone, Nik Bohachevsky and Joy Chien of Team Antigua took third place.

"We're especially pleased with the inaugural Painkiller Cup," Morrell said. "I'm betting this will become a must-do event on the SUP tour."

He added that next year the prize money is going to be even bigger.


In recent years, windsurfing participation has been dwindling in comparison to the SUP division, which has grown considerably. However, Morrell doesn't have any plans to get rid of it. Instead, he is thinking about adding kite boarding to the event.

"We came up with this concept of the triple crown of watersports — wind, SUP and kite," he said.

Eli Fuller, a former Olympian windsurfer and past HIHO champion, competed in this year's event.

"Racing here is a lot of fun. There is so much to see. It is not like you are seeing the same thing everyday," Fuller said.

He acknowledged that windsurfing participation has gone down in recent years and he seldom windsurfs anymore. However, he makes an exception to compete in the HIHO event every couple of years.

"There are guys who have been doing it all of their lives and it is hard to walk away from," Fuller said. 

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

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# PREMIER'S CUP YOUTH REGATTA

## TEAM ANGUILLA RETAIN TITLE

BY CAROL M. BAREUTHER

PHOTO: ALASTAIR ABREHART, BROADSWORD COMMUNICATIONS



Team Anguilla in action at the mark

**T**eam Anguilla successfully defended its title to win the 14th Annual Premier's Cup Youth Regatta, held July 13th and 15th out of the Nanny Cay Resort and Marina on Tortola, British Virgin Islands.

"We finished with 12 first place races, three second places and one third and fourth place finish, respectively," says Paul Koeniger, coach of the Anguilla National Sailing Team and Anguilla Youth Sailing Club. "Being one of the larger teams physically was a big competitive advantage for us as

we faced heavy winds of 16-plus knots on Saturday and 18 to 22-plus knots on Sunday. This ballast allowed for rapid upwind boat speed and top notch boat handling. We also returned five of our best sailors who had been to this regatta several times and were familiar with the local seas, tides and general conditions."

In spite of these competitive advantages, Seymour Hodge, representing the Rotary Club of Anguilla, which sponsored the team, added, "We do not have IC-24s in An-

guilla. The sailors practiced on Club 420s and had a practice on the IC-24 on the Friday before the regatta."

Anguilla's gold-medal winning team members were: skipper Kendel Richardson and crew Kadeen Joseph, Ethan Lloyd, Romaro Gumbs, Derick Carty and Omaria Hamilton.

Team Anguilla posted a sweeping victory and finished 39 points ahead of second place finisher, Team BVI-2, with Team Bahamas three points behind in third. Other teams competing in order of finish were from Trinidad & Tobago, Puerto Rico, the Cayman Islands, USA Sail Caribbean and a second BVI team.

The racing took place in the Sir Francis Drake Channel. Winds blew 14 to 17 knots out of the east-southeast on the first day. It was clear by lunchtime that Team Anguilla had established a wide lead, albeit with Team BVI-2 in a solid position for second place that they lengthened by posting two wins in the afternoon. The second day of racing saw easterly winds gusting to 22 knots, which made for a highly competitive competition. All of the teams handled their boats extremely well in the windy conditions, including Team Cayman Islands, who in the last race quickly recovered a man overboard at the leeward mark. In the end, only nine points separated the teams from second to sixth places after 17 races.

Two other awards were presented. USA Sail Caribbean won the Mackie Sportsmanship Award, named in memory of Maxwell 'Mackie' Simmons, from Bequia, who created teams from a small island nation that radiated sportsmanship. Team Trinidad and Tobago won the Team Pride and Sportsmanship Award.

More than sailing, there were plenty of fun activities throughout the weekend. In fact, Anguilla showed its prowess ashore by being the first to get four team members into frozen shirts for the Frozen Shirt Contest. Narrowly beating BVI-2, the Anguillians used real teamwork when the last member literally dove into his frozen shirt while two teammates held it open.

The Premier's Cup Youth Regatta is the only team sailing event in the Caribbean for sailors between the ages of 10 to 18 years.

Regatta organizer, Chris Ghiorse, concluded, "The Premier's Cup is all about youth team sailing on IC -24s; and the international goodwill generated by teams living and competing together for a few days. It is also the primary fundraising event of the year for all of the Kids and the Sea (KATS) programs."

The next Premier's Cup Youth Regatta will take place July 12th - 14th 2013.

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

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# JUNIOR SAILOR PROFILE:

## SINT MAARTEN'S RHÔNE FINDLAY

BY CAROL M. BAREUTHER

PHOTO: RUARGH FINDLAY

Rhône demonstrates his skills during the passing of Hurricane Igor in 2010.  
Inset: Rhône at the helm of a Laser

**N**ot many Caribbean junior sailors can say that the competitive spirit behind their successful sailing career was born on snow-covered mountains. Yet this was the case for 16-year-old Rhône Findlay. Rhône's Olympic racer and ski instructor father, Ruargh, taught him how to ski as a toddler and by the age of five he could ski in all conditions as well as any seasoned adult. Rhône entered his first serious ski competition a year later. Therefore, it was natural when the snow-skiing family sold their business and moved to St. Maarten, that the then eight-year-old Rhône would equally apply himself at a warm weather sport. He has since thrived on sailing.

Three people played a crucial role in Rhône's initial sailing career. The first was Robbie Ferron, founder of the St. Maarten Heineken Regatta, past-president of the St.



Maarten Yacht Club (SMYC) and avid racer, who encouraged Rhône to sail in weekly races in the Simpson Bay Lagoon. The second was Janwillem Tak, who taught sailing at the SMYC. Rhône soaked up the Dutchman's teachings about the principals of winds, currents and their effect on sails and hulls like a sponge. The third major influencer was Rhône's

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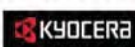
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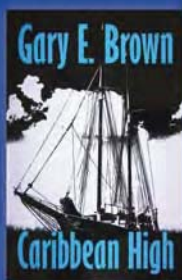
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dad who threw himself into creating several opportunities for Rhône, realizing the advantage that sailing could offer a child in terms of teaching independence, responsibility for his actions and decision-making, at an early age.


One of these opportunities came in the wake of Rhône's competition in the Scotiabank International Optimist Regatta in St. Thomas. This was Rhône's first international race and he capsized eight times in four to six-foot seas. As a result, Ruargh purchased a dinghy and spent two days a week for years taking Rhône out to sea in every possible condition. This included during hurricane Igor when Ruargh snapped the now famous photo of Rhône cresting a 15ft wave that dwarfed buildings behind him at the Pelican Resort. In 2010, Rhône became the first (and only) child to solo circumnavigate St. Maarten-St. Martin in an Optimist and in challenging weather.

An Optimist was the only boat Rhône sailed for the first few years. At age 12, he was invited by a California team to crew as bowman on a Beneteau 51.5 in the bareboat class at the St. Maarten Heineken Regatta. He loved it, did the same the next year, and was the youngest crewmember in the 250 boat fleet. Since then, he's been invited to crew on the Open 750, *Panic Attack*, and as a member of the Colors Light Race team with friend and mentor, Dr. Frits Bus. Rhône has also sailed Sunfish in the Sunfish Youth Worlds and now, most actively, a Laser.

Over the past six years, Rhône has competed in over 40 international or inter-island regattas. These have included several IODA North and South American Championships and a number of National Open Championships. These regattas have taken the teenager to seventeen countries on three continents.

Most recently, Rhône received the stellar opportunity to be sponsored by UK-based parenting products company, Maclaren.

Maclaren has already initiated several projects to align the Maclaren brand with global dinghy sailing including the sponsorship of Team Maclaren, the U.S. Women's Olympic Match Racing team led by Anna Tunnicliffe. Maclaren Crew kicked off in April 2012 with US, Canadian and UK Laser sailors Rob Crane, David Wright and Nick Thompson, respectively, as well as teenagers Maria Mabjaia of Mozambique and Rhône. This will definitely help the St. Maarten sailor in his Olympic dinghy sailing pursuit.

When asked what his proudest achievement was, Rhône answered, "Winning the 2010 St. Maarten Outstanding Youth Award (SMOYA), and now this Maclaren sponsorship." 

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

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# CAPTAIN MARTIN JENNETT

## AT THE HELM OF SCARAMOUCHE

BY ELLEN LAMPERT-GRÉAUX  
PHOTO BY ROSEMOND GRÉAUX



"Luck is what brought me to The Grenadines," says Captain Martin Jennett. "I just wanted a ticket to anywhere with a white sand beach in the tropics."

Jennett says he was unaware that there were lots of people of Scottish descent in such islands as Bequia and Carriacou, when he set out from Glasgow, in his native Scotland, 36 years ago. Arriving in Union Island, the Scot first worked scrubbing the decks on an old French sailboat, then as a skipper for day tours. Today he is the owner and captain of *Scaramouche*, the last of the genuine Carriacou schooners.

Built in 1969, weighing 54 tons, with two masts and an overall length of 80ft (including bowsprit), *Scaramouche* was transformed into a Portuguese merchant ship for the filming of Disney's *Pirates of the Caribbean*. But its current 'day job' consists of giving tours to the Tobago Cays and around the Southern Grenadines, and rumor has it that *Scaramouche* is the most photographed boat in the Southern Caribbean.

Jennett purchased the boat over 30 years ago and spent a year getting her shipshape. "*Scaramouche* had been a cargo ship," he explains. "It takes a lot of dedication in un-

derstanding how a boat like this is put together. The hull and ribs are local wood from Grenada and Carriacou. The planking is pitch pine from Canada. The masts, of imported pine, are replacements but similar to the originals and stand 60ft from the deck."

Such a large wooden vessel requires a lot of upkeep and Jennett is a very busy man.

"The heyday for day charters in The Grenadines was in the '80s and '90s and other destinations are more popular now," says Jennett. "But *Scaramouche* is a special boat, the last survivor, a museum piece. Boats like this are a dying tradition we realize we should hold on to."

For more information or to sail on *Scaramouche*, visit: [www.erikamarine.com/DaySails.html](http://www.erikamarine.com/DaySails.html)



*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.*

# HISTORIC ENGLISH HARBOUR

## AN EYE ON NELSON'S DOCKYARD

STORY AND PHOTOS BY ROSIE BURR



**T**ucked away on Antigua's south coast, English Harbour is home to the only working Georgian dockyard in the western hemisphere.

Nelson's Dockyard began life providing a base for the fleet of British ships patrolling Caribbean waters in the early 1700s. English Harbour is a great natural harbour cut deeply into Antigua's rugged coast line. It was used at the beginning of the 18th century by the British to careen their ships and take shelter from hurricanes.

At the entrance to the harbor, the remains of two fortresses, sitting opposite each other, guard the bay. To the west stands Fort Berkley, designed in 1704, it formed part of a strategic defense system supported by smaller forts. This fort was so well defended that it never faced attack.

To the east of the entrance and above the Pillars of Hercules – where hundreds of years of lapping waves have eroded the cliff face into columns – are the remnants of Fort Charlotte.

Overlooking both forts, and 490ft above sea level, are the remains of Shirley Heights Lookout. The observation post



At top: Old trees add shade to Nelson's Dockyard. Above: English Harbour, protected by Fort Berkley, has been a safe haven for mariners for centuries.

was built by the British around 1780 in an effort to protect the dockyard and Antigua's prosperous sugar industry, Britain having recently lost their hold on other West Indian colonies and more importantly the newly formed United States. Today, Shirley Heights is best known for the Sunday night



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Steel Band and Reggae parties that are popular weekly events. People sway to the beat of the steel drums, feasting on sumptuous BBQ while looking down at the spectacular views of English and Falmouth Harbours. This is a Sunday night jump up not to be missed.

The Dockyard itself is a wonderful place to walk around and soak up the historical ambience. Originally referred to as 'His Majesty's Antigua Naval Yard', the dockyard acquired its new name 'Nelson's Dockyard' in honor of Horatio Nelson who, ironically, is said to have taken a dislike to the island calling it a "vile place." The young Nelson was stationed in Antigua between 1784 – 1787 on *HMS Boreas*, as the head of the Squadron of the Leeward Islands, where he was to oversee the development of the naval facilities and to enforce the new shipping laws, which prohibited trade with the newly formed United States. This made him unpopular at the time with the island's merchants.

Today the dockyard is a trendy spot amongst tourists and the yachting community alike. The focal point of 15 square miles of national park, it encompasses many scenic walks, nature trails and historic remnants from Antigua's turbulent past and the great age of sail. Beautifully restored colonial buildings are sign-posted with their dates and former uses. Cannon from a by-gone era are dotted around the dockyard. The naval officer's house, referred to as 'Admirals' House' (although Nelson never lived there), is the dockyard's museum. The museum displays many nautical artifacts and historical accounts depicting life at the time, including Nelson's relationship with Lady Emma Hamilton. Many of Nelson's belongings are on display including his telescope and a superbly restored four-poster Georgian bed that's suggested he *may* have slept in, although the bed was dated from a slightly later period. Many of the buildings have taken on a new life such as the Copper and Lumber store, which is now a hotel, and the Pitch and Tar store; now the Admirals Inn. New life is breathed into old in the form of shops, bars, restaurants, galleries and gift shops as well as customs and immigration offices for visiting yachts. Out in the bay old hurricane chains, identified in Freemans Bay by a giant anchor on the beach, are still in place. They were laid down by the British Navy for ships to catch a hold of as they entered the harbour.

Nelsons Dockyard is not only home to a full service ma-



At top: The old Copper and Lumber store is now a hotel, bar and restaurant; Above: The natural Pillars of Hercules at the entrance to the bay have been worn away by wind and sea over many centuries.

rina but also to prestigious sailing events including the Antigua Classic Yacht Regatta and Antigua Sailing week. The quayside is lined with some of the most famous and magnificent (and expensive) boats from around the world. Many shore side activities are laid on to complement the events and the dockyard is a hive of activity. Whether you are racing or visiting on a yacht or simply exploring this historic site, the picturesque dockyard is an evocative and charming place to get to know a little about Antigua's sea-faring and colonial past. The working dockyard works on ...

Sources: [www.antigua-barbuda.org](http://www.antigua-barbuda.org) [www.nationalpark-santigua.com](http://www.nationalpark-santigua.com)

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

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# CARRIACOU MARINE

## COCOONING

BY ELLEN BIRRELL



**N**o nonsense Tyrrel Bay Yacht Haulout (TBYH), where we first pulled our Sun Odyssey 40 *Boldly Go* for bottom painting and general repairs in 2009, is a strong brown moth now in metamorphosis. In July we again chose Tyrrel Bay for its atmosphere, people and value.

Piero Zipoli, who bought TBYH in March this year, collaborated with Carriacou Yacht Club owners Trevor and Earl Stanislaus to create a unified haul out and marina now called Carriacou Marine (CM).

The clubhouse convenience store was expanded to include marine supplies, and the upstairs restaurant was converted into an office and business center. The grounds are being re-landscaped to include a drive through and turn about. During the cocooning, food is available at the Slipway Restaurant next door.

Hauling out represents work for do-it-yourselfers, who are welcome here. Though Carriacou YC exudes charm of a bygone era and is manned by cheerful staff, it is a quarter-mile walk to obtain supplies, groceries, restaurants and public transport. Take your pick: dinghy ride, walk along the beach or scale the face of Mt. Everest, as we refer to the entrance road, so feared by Taxi drivers when it rains.

The yard's dilapidated toilet and shower facility have been replaced by a cistern and secure storage building.



Gus Pierre replaces a cutlass bearing



Standing on the second story balcony of the clubhouse, Zipoli explained that while the long and short term dry storage remains the same size, 30 yacht maximum, they'll improve amenities and access. Describing the facility as 'boutique', he pointed to a lone power yacht amidst sailboats and wooden fishing vessels in his boatyard and added, "They can become our clients, too."

Carriacou Marine is focusing on a redesign plan, putting together a solid team, improving plumbing, electrical access and water storage, and clearing excess shrubbery and debris. CM's washdown catchment prevents pollution from flowing into the bay. The haul out continues to host a WiFi signal that benefits the Carriacou Children's Education Fund (CCEF) but bandwidth is inadequate and makes access to email and Internet unreliable.

Supplies ordered from Grenada chandleries arrive by ferry, sometimes within the same day. The boatyard and clubhouse are functional and cocooned in transition.

Edwin George's trusted expertise on the travel lift has been extended to boatyard management. Coming from a nautical Kayak family, George has been immersed in boats since he was a boy. For a small island, the level of marine expertise is remarkable. Stainless steel, aluminum, mechanical, diesel, electrical, fiberglass ... if man made it, they fix it here. That said; insufficient stools and ladders made painting our topside hard work.

In a red, yellow and green knit beanie, 70-something

world cruising icon Paul Johnson ambles through the clubhouse yard. It is the friendly and colorful fusion of people that makes Carriacou one of our favorite places.

CM has an on-site guest house and rentable rooms with villas nearby such as the Boat House ([boatalexis@yahoo.com](mailto:boatalexis@yahoo.com)).

Converted from Tyrrel Bay Yacht Haulout's marine railway to nouveau cuisine restaurant in 2011, the Slipway's ambience along with fresh and delicious food, make it king of cool.

A few steps along the beach, Lazy Turtle serve up Italian and Lambi Queen, a West Indian fare.

Well-stocked Carriasoup hardware is located on the eastern edge of Harvey Vale village. Provisioning can be made in the village or by grabbing a public bus to Hillsborough, a 15-minute ride. Taxis are a phone call away; the airport, a ten minute drive.

We chose Tyrrel Bay for this year's haul out because we like the atmosphere, expertise, people and value. Will a sleek butterfly burst from a dusty cocoon on the southern edge of Tyrrel Bay when the 2013 hurricane season again brings us to Carriacou?



---

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



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# A NEW BOATYARD IN BOCAS DEL TORO

RAY JASON REPORTS

A bulldozer levels the ground where the Bocas del Toro travel-lift pad will be located



PHOTOS: RAY JASON



Courtney Parks


**B**ocas del Toro, Panama, which many sailors consider the Undiscovered Caribbean, is about to become even more alluring, and I'm not referring to the streamlining of their clearing-in process and their affordable, full-year cruising permit. What has many sailors so excited is a new boatyard, which will soon open after years of bureaucratic delays.

The permitting hassles have been so severe, that most mortals would have either given up or taken to the bottle. But owner Courtney Parks has persevered and, barring monsoon conditions, the first boats should be gliding into the 60-ton, 20ft-wide travel-lift this autumn. If you have been thinking about sailing downwind from the Eastern Caribbean to check out this enticing cruising ground, this is one more reason to do so.

The options along the way – if you need a haul-out – are Trinidad, Cartagena in Colombia and Shelter Bay near the Panama Canal. Having spent considerable time aboard my boat at all of these places, I believe that Bocas del Toro has a significant advantage over these spots. What make it the superior option are the wonderful cruising grounds in the Bocas archipelago that are an easy sail from the boatyard. You will find dozens of unspoiled anchorages without a single boat in them. There are pristine, almost empty beaches, jungles plush with monkeys, sloths and toucans, young coral reefs, a bay where dolphins give birth,

gorgeous panoramic views of mountains and volcanoes, a funky, laid-back town and an amazing mix of cruisers, surfers, backpackers and ex-pats.

Although Bocas Yacht Services will be a full-service yard, Parks emphasizes that do-it-yourselfers will be warmly welcomed. The facility, which can accommodate 25 boats, will provide skilled craftsmen for mechanical and electrical repairs. Hull, deck and cabin painting at reasonable prices will be a specialty. Standard boatyard parts will be stocked and trickier items can be ordered from West Marine through the yard's Marine Warehouse program. Special yard discounts will also be available to those who use the Bocas Marina. Access to the haul-out is really easy down a deep channel dredged out for Panamanian banana ships.

Once your haul-out is finished, you have the exquisite Bocas archipelago to explore. But be warned! Cruising here is so relaxed and pleasurable that two years might slip by and then you'll need another bottom job. But, hey, you already know the course to steer to the boatyard. 

For more information, email: [bocasyachtservices@yahoo.com](mailto:bocasyachtservices@yahoo.com)

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*Ray Jason is the author of the humorous, offbeat sailing book Tales of a Sea Gypsy. He's still out there happily wandering the wide waters in his lovely 30-footer.*

# CARIBBEAN MARINAS

## ALL AT SEA'S CARIBBEAN MARINA GUIDE

			Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet
Antigua	<b>Jolly Harbour Marina</b>	268-462-6042	10'	250'	140	•	110/220	Cable	•	•	•	•	•	•	•	68	FREE
Aruba	<b>Renaissance Marina Aruba</b>	297-588-0260	13'	200'	50	•	110/220	•	•	•	•	•	•	•	•	16/69	•
Curaçao	<b>Barbara Beach Marina</b>	5999-840-0080	15'	130'	6	•	380V 250A		•	•	•	•	•	•	•	67	FREE
Curaçao	<b>Curaçao Marine</b>	5999 465 8936	13'	120'	30	•	110/220/380		•		•	•	•		•	67	FREE
Curaçao	<b>Seru Boca</b>	599-767-9042	14'	150'	140	•	127/220	•			•	•		•	•	67	
D.R.	<b>Casa de Campo Marina</b>	809.523.8646/ 8647	16'	250'	350	•	110/220 v to 60 hrz	•	•	•	•	•	•	•	•	68	•
D.R.	<b>Marina Zar Par</b>	809-523-5858	12'	120'	110	•	110/220 308	•	•	•	•	•	•	•	•	5	FREE
D.R.	<b>Ocean World Marina</b>	809-970-3373	12' +	250'	104	•	110/220	•	•	•	•	•	•	•	•	16/68	•
Grand Cayman	<b>Barcadere Marina</b>	345-949-3743	8'	150'	83	•	30, 50, 100 & 200 amp single phase; 100 & 200 amp 3 phase; 60hz		•	•	•		•		•	16	FREE
Grenada	<b>Clarks Court Bay Marina</b>	473-439-2593	13'	60'	52	•	110/220				•	•	•	•	•	16/74	USB access
Grenada	<b>Grenada Marine</b>	473-443-1667	15'	70'	4	•	110/220		•		•	•		•	•	16	FREE
Grenada	<b>Le Phare Bleu Marina</b>	473-444-2400	15'	120'	60	•	110/220/480		•	•	•	•	•	•	•	16	FREE
Grenada	<b>Port Louis Marina</b>	473-435-7431	14.76'	90m	170	•	110/208/220/230/240/ 400/480/630V	•			•	•	•	•	•	14	FREE
Grenada	<b>Prickly Bay Marina</b>	473-439-5265	17'	200'	10	•	110/220/ 308		•	•	•	•	•	•	•	16	•
Guadeloupe	<b>Marina Bas-du-Fort</b>	590 590 936 620	15.5'	210'	1,100	•	110/220/380		•	•	•	•	•	•	•	9	FREE
Jamaica	<b>Errol Flynn Marina &amp; Shipyard</b>	876-715-6044	32'	600'	33	•	110/220/480 1&3PH 50/60HZ	Cable	•	•	•	•	•	•	•	16/9	FREE
Jost Van Dyke	<b>North Latitude Marina</b>	248-495-9930	12'	50'	N/A	•	N/A		•	•						16	
Puerto Rico	<b>Club Nautico de San Juan</b>	787-722-0177	31'	250'	121	•	120/240		•	•	•	•			•	16/10 68	•
Puerto Rico	<b>Marina Pescaderia</b>	787-717-3638	8'	65'	97	•	110/220		•	•	•	•	•	•	•	16/68	•
Puerto Rico	<b>Palmas del Mar Yacht Club</b> an IGY destination™	787 656 7300	14'	175'	158	•	120/208/240/408V; 2 & 3-phase 50, 100 and 200 amps		•	•	•	•	•	•	•	11/16	•
Puerto Rico	<b>Puerto del Rey Marina</b>	787-860-1000	15'	260'	1,000	•	120/208	Cable	•	•	•	•	•	•	•	16/71	•
Puerto Rico	<b>Sunbay Marina</b>	787-863-0313	12'	75'	287	•	110/220	Cable	•	•	•	•	•		•	16/12	•
St. Croix	<b>Green Cay Marina at Tamarind Reef Resort</b>	340-718-1453	8'	100'	154	•	110/220V - 30A, 50A, 200A	•	•	•	•	•		•	•	16	FREE
St. Croix	<b>St. Croix Marine</b>	340-773-0289	11'	150'	44	•	110/220	•	•	•	•	•	•	•	•	16/18	
St. Lucia	<b>Rodney Bay Marina</b> an IGY destination™	758-452-0324	15'	285'	253	•	480V 3 phase 100 amps/ leg; 220V 3 phase 100 amps/leg; 220V 50 amps; 110V 30 amps, 50 & 60hz	•	•	•	•	•	•	•	•	16	FREE
St. Lucia	<b>The Marina at Marigot Bay</b>	758-451-4275	16'	250'	40	•	110/220/380 50/60 Hz	Cable	•	•	•	•	•	•	•	16/12	•

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

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

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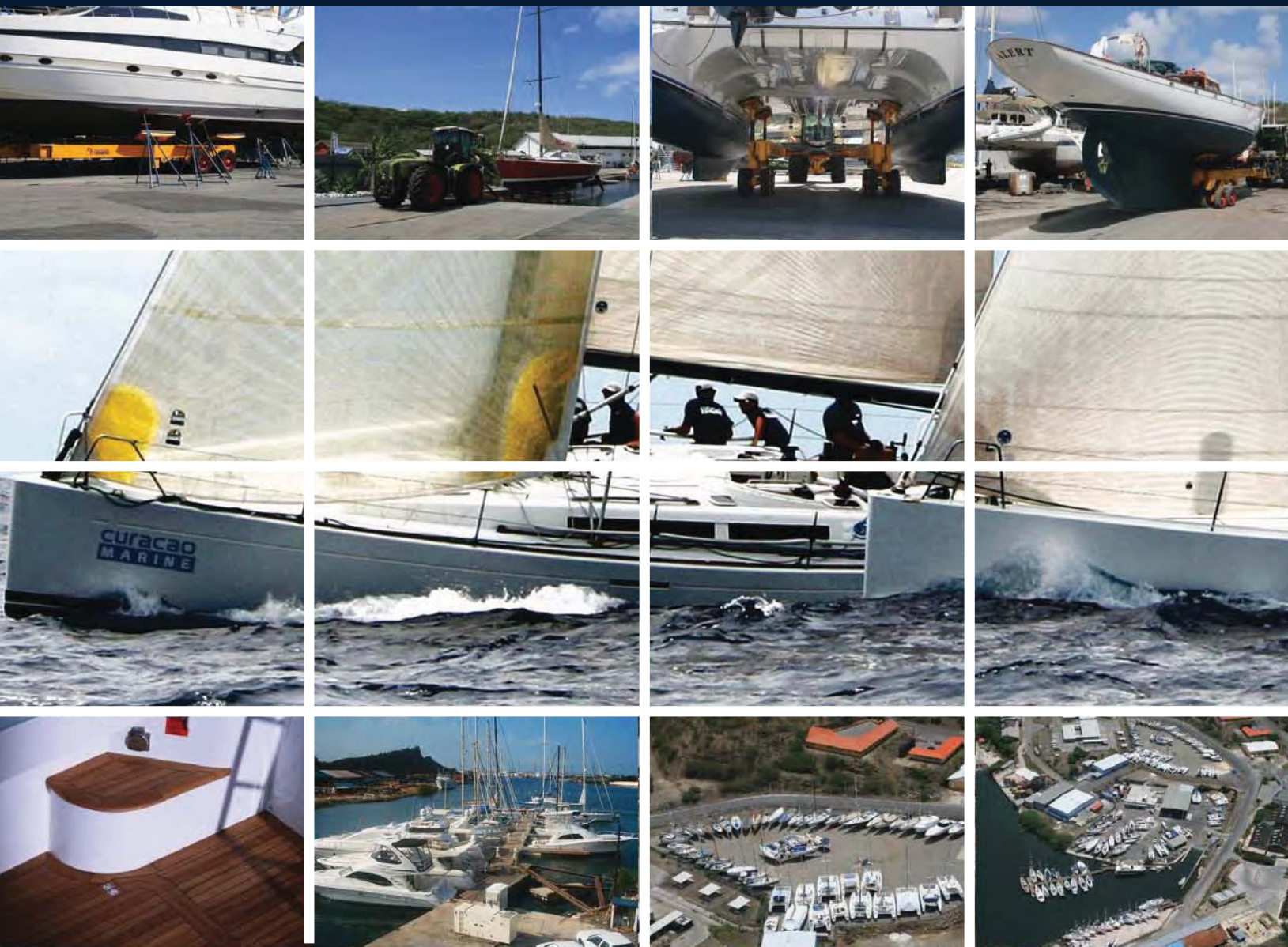
# CARIBBEAN BOATYARDS

## ALL AT SEA'S CARIBBEAN BOATYARD GUIDE

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

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**1 Blue Lagoon, Jamaica.** Lolivia is a spacious 4BR waterfront villa located in the center of the San San resort area and within walking distance of the famous Blue Lagoon and San San Beach. Each bedroom opens onto its own balcony with picturesque views of the untouched Pellew Island and San San Bay beyond. The villa boasts a large entertainment area on the ground floor and has its own private jetty. This is a great private retreat, income earner, or investment opportunity. Price: \$1,250,000

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**2 Rincon, Puerto Rico.** Surf to your heart's content when you build your dream home on this oceanfront building lot. Located in a gated community on the west coast of Puerto Rico in the municipality of Rincon, the 'Surf Capitol of the Caribbean', this 13,422-square foot lot comes with 77 linear feet of sandy beachfront. Enjoy offshore breezes and awesome sunsets with views of Desecheo Island. Price: \$500,000

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3



**St. Croix, U.S. Virgin Islands.** Never miss a sunset from this multi-building, custom designed home. Located at an altitude of 750-feet on St Croix's verdant west end with water views from the BVI to Vieques, the property features an infinity pool and gracious galleries all around. Six acres of land insures privacy for the long term. The 4000-square-foot interior living space includes two private guest suites, a master suite, office, and a guest apartment. Garage-utility pod includes diesel generator and hardware for wind and solar power generation. Located minutes from Butler Bay Beach and other west end attractions. Price \$1,150,000.

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4



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5



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



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



**Macgregor 65.**  
Awesome machine...  
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**Dudley Dix \$99K Steel**  
Twin headsail Sloop. Blue  
water liveboard. Fast!!



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**\$700K offers.**



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



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



**2006 Fountains Pajot**  
Bahia 46. Sweet and clean  
**\$269K Offers.**



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



**Reinke 16 M Bilge Keeler.**  
Expedition class yacht.  
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**Bavaria 46 E.** Immaculate  
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replacement. Needs some  
repairs down below & on  
deck. Call for survey & details



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Excellent condition clean  
and upgraded. **\$99K**



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



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



**1995 Beneteau 503**  
excellent all round  
condition **\$145K offers.**



**1999 Fountaine Pajot**  
Maestro 46.  
**OWNERS VERSION** Clean  
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**2008 Island Spirit 40**  
owners version.  
Full cruising compliment.  
Immaculate!! **\$325K**



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



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



**2001 Lagoon 410.**  
New engines, Recent rig.  
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board upgrades.  
**Offers!**



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



**2003 Bahia 46.**  
Just phased out.  
new engines, sails.  
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**1987 Finn Gulf 39**  
Fully loaded  
**\$74K Offers!**



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



**2006 Sovereign Rob**  
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Awesome pedigree!



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**Formosa 68.** Awesome  
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Lying Belize. **\$249K**  
**OFFERS**



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Great liveboard. **OFFERS!**



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4 Cabins / 3 Heads  
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3 Cabins / 3 Heads  
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"Annie K"  
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"Island Time"  
4 Cabins / 2 Heads  
Located Tortola, BVI  
Asking \$249,000

2007 CYCLADES 39



"Desert Wind"  
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"Holly Molly"  
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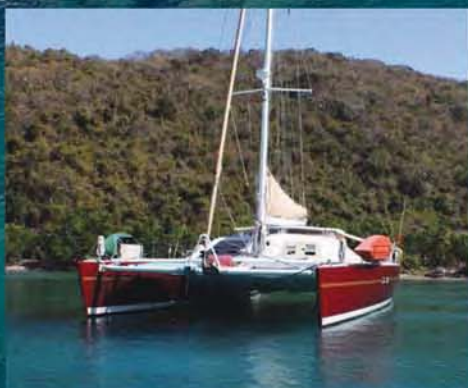
**62' Custom Aluminum Sloop 1986.** 8 Guests + 2 Crew. Fully equipped to cont. active business. **REDUCED TO \$295,000**



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Project Boat, Strong Cruiser  
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\$600,000



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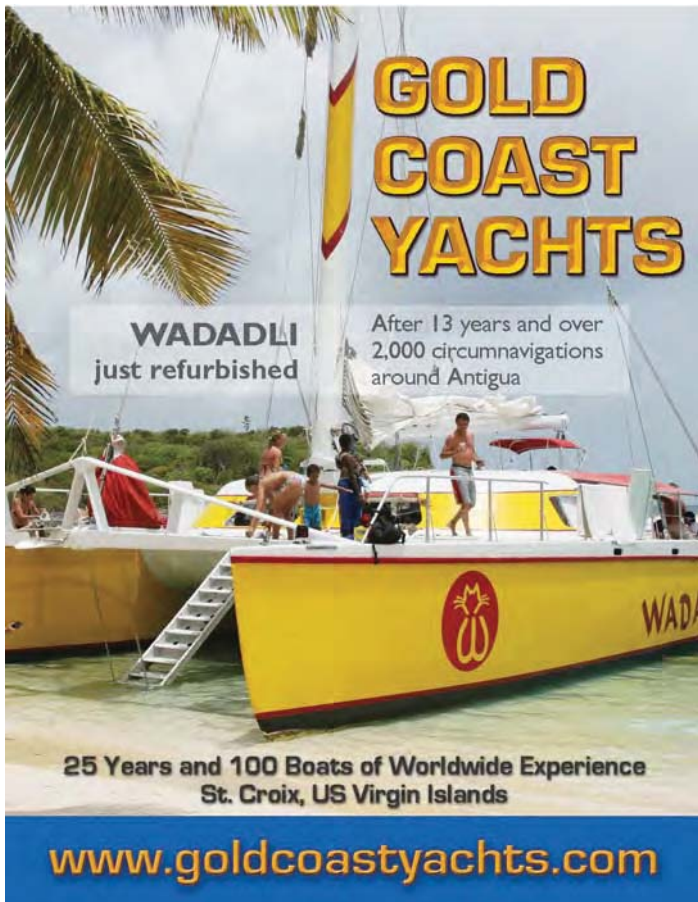
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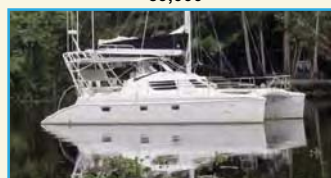
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**42' 2008 Manta**  
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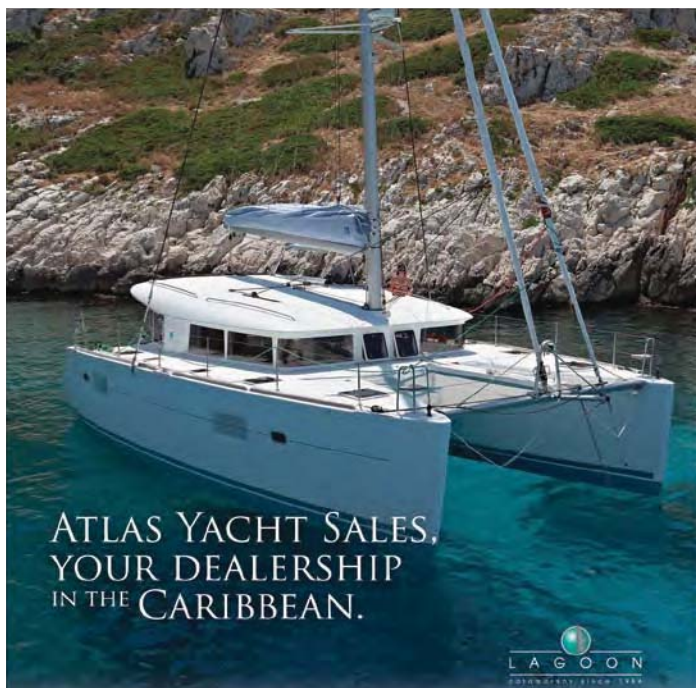
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*Continued on page 95*

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24'	2007 Tes 720	.....reduced to US\$40,000
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32'	1968 Van de Staadt/Seal	.....US\$22,000
32'	1978 Rival MDC	.....US\$35,000
32'	1996 Silverton (priced for quick sale)	.....US\$42,000
34'	1978 Steel Sloop (ROB)	.....US\$30,000
36'	1977 Roberts Home Built (located in Barbados)	.....US\$40,000
37'	1979 CSY	.....US\$65,000
37'	1979 Fisher 37	.....UK Sterling 50,000
37'	2006 Hallberg Rassy	.....US\$359,000
37.6'	1987 Topaz	.....US\$85,000
38'	1986 NAVALU Alamander	.....US\$109,000
39'	1968 Cheoy Lee Off Shore 40	.....reduced to US\$70,000
40'	1981 Divorine Steel	.....US\$50,000
40'	1983 Stevens	.....US\$135,000
42'	1971 Rytton Marine	.....US\$25,000
42'	1979 Pearson	.....US\$88,500
42'	1986 Endeavour	.....US\$98,000

43'	1985 Gitana	.....US\$115,000
45'	1998 Peterson cutter	.....US\$189,999
45'	1999 Passport a/c 44	.....US\$365,000
46'	1988 Comet 460	.....US\$136,000
46'	2001 Tayana (Vancouver pilot house)	.....US\$329,000
48'	1981 Viva Nautica	.....US\$148,500
48'	1985 Amel	.....US\$50,000
51'	1986 Beneteau	.....US\$225,000
51'	1989 Beneteau (owner's version)	.....US\$145,000
55'	1979 Herreshoff Marco Polo	.....US\$170,000
55'	1998 Zerft Motor Sailer (must sell!!!)	.....US\$40,000
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68'	1990 Custom Aluminium Cutter	.....US\$699,000

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42 Endeavour Center Cockpit, 1989  
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37 Jeanneau Sun Odyssey, 1995  
Original owner, well maintained  
Pristine condition, recent haulout \$94,000



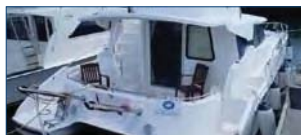
38 Hughes Cutter, 1979  
Semi-custom proven passage maker  
Cruising equipped \$35,000



31 Bombay Clipper, 1978  
Turnkey Caribbean cruiser  
New barrier coat and paint 2011 \$22,000



65 Viking Motor Yacht, 1990  
Spacious accommodations and completely  
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37 Fountaine Pajot Maryland  
Power Cat, 2003  
Two Cabin, two head owner's layout, very clean  
Yanmars, Genset, priced to sell \$165,000



40 Tiara Hardtop Express, 1999  
Well maintained, fully equipped  
Twin Cats, Genset, Rib tender,  
great price \$160,000



29 Twin Vee Ocean Cat, 2007  
Original owner, fully equipped for offshore fishing  
Twin Suzuki 225HP 4-strokes (low hours)  
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#### SAIL

72	1990 Custom - Canadian aluminum Cutter, 5 cabin, gourmet galley	.....\$699,000
49	2003 Bavaria - Private Yacht, Original Owner, never chartered	.....\$195,000
48	1970 Hughes - Classic S&S yawl, solid FRP hull, requires refitting	.....\$41,000
42	1982 Tayana Vancouver - Center Cockpit, new Yanmar 2010, cutter	.....\$80,000
42	1989 Endeavour - Center Cockpit, Yanmar, genset, great liveaboard	.....\$119,000
40	1998 Beneteau Center Cockpit -Furling mainsail, low hours, clean	.....\$98,000
38	1978 Van de Stadt - Steel passage maker, new sails, 05 engine & more	.....\$69,000
38	1979 Hughes Cutter - Semi custom, proven circumnavigator	.....\$35,000
37	1995 Jeanneau - Private one owner boat, well equipped, beautiful	.....\$94,000
37	1977 Morgan MK2 Ketch - Turn key, spacious liveaboard cruiser	.....\$37,000
37	1979 Endeavour Ketch - Perkins diesel, roomy interior and cockpit	.....\$35,000
35	2004 Compac - One owner boat, fully equipped with quality gear	.....\$99,000
35	1981 Beneteau First - Original owner, loaded with gear, offers	.....\$65,000
32	1975 Westsail - Sturdy off shore cutter, many upgrades, bring offer	.....\$45,000
31	1978 Bombay Clipper - Well equipped pkt. cruiser, many upgrades	.....\$22,000

#### POWER

65	1989 Viking Motor Yacht - 4/3 layout, GM's, flybridge, tender	.....\$395,000
55	1986 Angel Cockpit Motor Yacht - 2 Cabin /2Head layout. Flybridge	.....\$175,000
46	2000 Jefferson - 3/3 layout, Cats, great value, ideal liveaboard, offers	.....\$90,000
42	2004 Searay 420 Sundancer - Twin Yanmars, genset, 2 cabin, 2 head	.....\$230,000
42	2004 Searay 420 Sundancer - Twin Cummins diesels, 2 cabin/2head	.....\$215,000
40	1999 Tiara Express - Hardtop, twin cats, genset, dinghy, great price	.....\$160,000
39	1988 Sea Ray 390 Express - Twin 454 Mercruiser, new bottom paint	.....\$50,000
38	1967 Camcraft - Aluminum crew boat, completely refit in 2002	.....\$50,000
37	2002 Fountaine Pajot PowerCat - 2 Cabin/2Head, Yanmars, Clean	.....\$165,000
34	2004 Mainship Sedan - Twin Yanmars, genset, hardtop, beautiful	.....\$150,000
34	2002 Mainship Pilot - Twin Yanmars, major refit 2010, great shape	.....\$135,000
34	2002 Mainship Pilot - Single Yanmar, original owner, very clean	.....\$99,000
29	2007 Twin Vee Ocean Cat - Twin 2009 Suzuki 225hp. 4-stroke T-Top	.....\$69,200
24	2008 Seaway - Downeast runabout, 2010 150Yamaha , cuddy cabin	.....\$66,000

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#### GRILLED SAUSAGES

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

**8 links (about 2lb) Italian sausage, pricked with a fork**

**6 tbsp extra-virgin olive oil, plus more for drizzling**

**2 tomatoes - cored, seeded and chopped**

**3 cloves of garlic, 2 finely chopped, 1 whole**

**Salt and pepper**

**½ of a 15oz can of chickpeas, rinsed**

**½ baguette, cut crosswise on the diagonal into 6 slices**

**1/2 cup goat cheese crumbles**

**2 tbsp chopped fresh parsley**

**½ English cucumber cut lengthwise into 8 spears**

Preheat grill to medium-high. Arrange sausages on the grate and grill, turning until cooked through, 15 to 20 minutes. Meanwhile in a small skillet, heat 2 tbsp of olive oil. Add the tomatoes and half of the chopped garlic; season with salt and pepper. Cook until thickened, about 3 minutes, remove from heat. In a bowl, mash half of the chickpeas with the remaining chopped garlic add 2 tbsp olive oil; stir in whole chickpeas and season to taste.

Brush bread slices with the remaining 2 tbsp olive oil and grill, turning once, until golden, about 1 minute; rub with the whole garlic clove. Working with one toast at a time; spread on the goat cheese, then top with the chickpea and tomato mixtures, drizzle with olive oil and sprinkle with the parsley. Serve with the sausages and cucumber spears!

*Hint: To shorten cooking time, split the sausages lengthwise before grilling. Grill for about 10 minutes.*

*Tip: Use your fingers to scrape and remove the tomato seeds.*

#### SHRIMP AND CORN CHOWDER

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

**6 tbsp extra-virgin olive oil**

**6 cloves garlic, 5 crushed**

**1 lb medium size shrimp, peeled, deveined and patted dry, tails reserved separately**

**2 small zucchini, quartered lengthwise and chopped crosswise**

**1 red bell pepper, chopped into ½ inch pieces**

**Salt and pepper**

**1 (32oz) container (4 cups) vegetable broth**

**4 ears of corn, kernels removed**

**1 tbsp fresh thyme leaves**

**1/2 baguette, thinly sliced crosswise**

Preheat grill to high. Position a Dutch oven on the grate, add 3 tbsp olive oil, the crushed garlic and shrimp tails, cover and cook for 5 minutes. Using a slotted spoon discard the garlic and the shrimp tails. Add the zucchini and bell pepper, season



with salt and pepper and cook for 5 minutes. Stir in broth and simmer for 15 minutes; add the corn and thyme during the last 5 minutes of cooking.

Meanwhile toss the shrimp with 1 tbsp olive oil and season to taste. Thread onto skewers and transfer to the grate; grill, turning once until opaque, about 3 minutes. Remove from the skewers and stir into the soup. Brush the bread with remaining 2 tbsp olive oil. Arrange on the grate and grill until toasted, about 3 minutes. Rub the toasts with remain garlic clove. Serve with the soup.

*Hint: Heat it up with 1 chopped, canned chipotle chili added to the zucchini and bell pepper; serve with sour cream and tortilla chips.*

#### ROASTED CORN WITH BASIL-SHALLOT VINAIGRETTE

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

**3 cups fresh corn kernels**

**1 tbsp red wine vinegar**

**2 tbsp extra-virgin olive oil**

**¼ tsp salt**

**¼ cup chopped fresh basil**

**Freshly ground pepper,**

**1 tbsp minced shallot**

**to taste**

Preheat oven to 450°F. Toss corn and oil to coat and spread out on a large baking sheet. Bake, stirring once, until some kernels begin to brown, about 20 minutes. Combine basil, shallot, vinegar, salt and pepper in a medium bowl. Add the corn; toss to coat. Serve warm or cold.

*Note: Can be made in advance; cover and refrigerate for up to one day.*

*Hint: This can be made with asparagus, which is really good. If fresh corn is not available, you can use frozen corn.*

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



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