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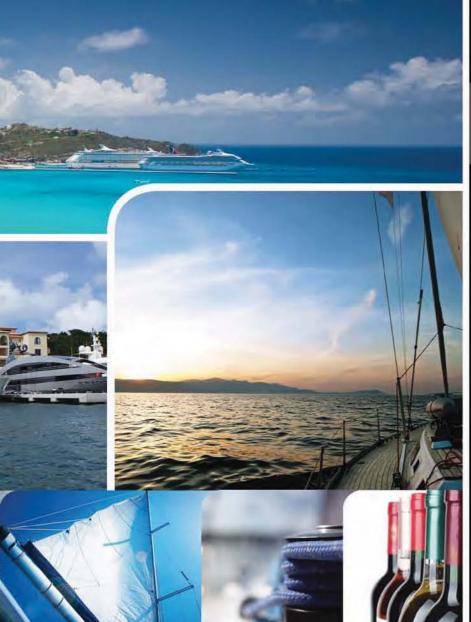
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DOING IT IN A GROUP CAN BE FUN, BUT ...

n this edition, we take a look at sailing rallies. They continue to grow in popularity and it's a wonderful way to go blue water cruising, especially for the first time.

I have never been part of an organized rally but have sailed in a flung-together fleet of unique offshore cruisers.

The first group had no name (if you discount 'The Drunks'). The second was called the 'Rat Pack' and more about them later.

Group one came together as we sailed south down the coast of Spain and Portugal towards Gibraltar. The group started out with a couple of boats and picked up more followers in harbors along the way. We had a lot of fun that summer and, as always in a group, we had an interesting

mix of characters; some pleasant, some dodgy and some downright dangerous.

The self-appointed group leader was a brawling, wifebeating ex-stevedore with a lovely family, which was the only nice thing about him. He kept offering to fight me. Another guy who attached himself to the group refused to talk to anyone. One day at the yacht club in Seville, Spain, he spotted someone filming on the dock and the camera happened to swing his way. That man did not want to be filmed; he covered his face with his hands, lowered his head and charged the hapless photographer like a demented bull. The next day, he disappeared.

Then there was the single-hander who made a cardboard cutout of himself and left it in the living room of his home and wondered how long it would take before his wife and children realized he was gone. We had the inevitable lothario—around whom no wife or girlfriend was safe—and a wonderful classical guitarist who would only perform in total silence. The moment anyone coughed or, heaven forbid, spoke, he would rant and rave and take his guitar back to the boat.

Our second experience of group sailing was with the Rat Pack. This group picked up strays along the Thorny Path, from George Town in the Bahamas to Puerto Rico. Again, there was a self-appointed leader. The sailing, however, wasn't as intense with this group as with the gang on the far side of the pond, mainly because on the Thorny Path you are too busy waiting for a weather window to go sailing. Some of our group had been waiting a year. We had some wonderful times with this group. We socialized mightily and



there was always someone willing to organize an excursion or pot luck dinner.

Yes, sailing in this group was fun but it didn't always end well as we found out on the Caicos Bank.

Crossing the Bank can be tricky for a slow boat with a deep draft because you can run out of daylight and into a coral head. I had made this passage several times but never as part of a group.

Our gang had navigated the Bank and was waiting for sunrise before upping anchor and motoring away from the cays near South Caicos and out through the reefs into the open sea. This was tricky. Everyone was waiting for someone to go first and when one boat left, most of the others quickly hauled anchor and followed. The problem was the lead boat; it had a very shallow draft. Three quarters of the way out of the anchorage, it ran into a field of coral heads around which the skipper deftly maneuvered. Behind him pandemonium reigned. Engines on the deep-drafted vessels went full astern, two boats collided bow to stern and one hit a coral head. The lead boat sailed on oblivious to the mayhem he had caused and the cussing on channel 16.

It cured me of sailing in company.





0

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COVER SHOT: The start of the Caribbean 1500 2011 | Photo: Sara Proctor





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ALL AT SEA

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WHERE IN THE WORLD?

CONGRATULATIONS, CARSON AND THANKS FOR READING ALL AT SEA!



Young Carson Gifford of Sint Maarten took his favorite sailing magazine with him while on summer vacation in Ontario, Canada. Coboconk (which means 'Where the Gulls Nest') is located on Balsam Lake, on the Trent-Severn Waterway, in the Kawartha Lakes District, just northeast of Toronto. Carson represents the fifth generation of his family who love to sit down with a good read after a day of boating on beautiful Balsam Lake!

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

Haiti Dominican Re

ISLAND EVENTS & INTERESTS

ALL AT SEA'S CARIBBEAN COVERAGE



Aruba

Curação



CARIBBEAN NEWS

A BRIEF LOOK INTO THE HAPPENINGS OF OUR WORLD

Lyman-Morse Opens Service Yard in Panama

Yachts visiting the western Caribbean can now enjoy the services offered by Lyman-Morse.

The new facility, located in Shelter Bay, Panama, is strategically located near the Caribbean entrance of the Panama Canal and will provide yachtsmen and women a familiar and recognized source for pre-canal transit prep and logistics, a full-range of service work, haul-out and storage services between cruises.

Peach Frederick, long time service manager at Lyman-Morse, Thomaston, Maine, has re-located to Colon, Panama to run the yard.

The yard is equipped with 100-ton travelift and extended and short-term storage is available.

Lyman-Morse is leasing the property for their new facility from the owners of Shelter Bay Marina.

For information, visit: http://lymanmorse.com/panama.php

La Course de l'Alliance Regatta

The Sint Maarten Yacht Club (SMYC) has taken over the running of La Course de l'Alliance Regatta.

Now in its ninth year, the regatta was originally the Initiative of Marina Fort Louis, in Marigot, French St. Martin. Although no longer organizing the event, Marina Fort Louis remains a primary sponsor.

Sailed November 23rd - 25th, and growing every year, this unique regatta cements the alliance between St. Martin, St. Maarten, St. Barth's and Anguilla.

For info, and to register online, visit: www.coursedel alliance.com or email info@smyc.com

Yacht Club Costa Smeralda adopts **International Super Yacht Rule**

Organizing Authority the Yacht Club Costa Smeralda (YCCS) have announced that the International Super Yacht Rule (ISYR) handicap system will be adopted for the 2013 edition of the Loro Piana Caribbean Superyacht & Rendezvous sailed March 20th – 23rd in Virgin Gorda. The decision was made after consultation between the organizers - YCCS and Boat International Media – and superyacht owners and captains as well as the SuperYacht Racing Association.

The International Super Yacht Rule, developed from the former 'Bucket Rule', was specifically designed for the superyacht arena to cope with widely disparate fleets that can see a 180ft classic ketch sailing alongside a 100ft contemporary cruiser. The rule takes into account the characteristics of each individual boat and calculates a handicap rating which allows yachts with varying sailing speeds to race together on a level playing field

Canfield Wins First U.S. Match Racing Championship

After finishing second at the last two U.S. Match Rac-

ing Championships, St. Thomas sailor Taylor Canfield and crew sailed to victory in this year's championships hosted by the Boston Yacht Club in September. "This has always been a championship I've wanted to win and it feels great to get it," said Canfield. "I've been coming to this event ever since I started match racing."

Fifth Carlos Aguilar Match Race The Fifth Annual Carlos Aguilar Match Race

(CAMR), presented by Ulysse Nardin/Trident Jewels & Time, will set sail in Charlotte Amalie harbor December 5th to 9th 2012.

Teams representing some of the best match racers in the world, both men and women, will put



their skills to the test in fast-paced highly-competitive sailing action along the spectator-friendly waterfront.

The USVI's America's Cup winning skipper Peter Holmberg and top-ranked Caribbean and USA Open match racer, Taylor Canfield, as well as the USA's Stephanie Robles, who made it to the finals in this event last year, have already accepted invitations to return in 2012.

For information, visit: www.carlosmatchrace.com



EVENT CALENDAR

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



ANTIGUA

DECEMBER 31

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



Ψ BARBADOS

NOVEMBER 4

National Dinghy Championships Sailing Regatta www.sailbarbados.com

NOVEMBER 17 – 18

J 24 Caribbean Match Racing Championships Sailing Regatta www.sailbarbados.com



GUADELOUPE

NOVEMBER 2 – 4

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ST. JOHN, USVI **NOVEMBER 24 – 25**

Coral Bay Yacht Club Annual Thanksgiving Regatta Sailing Regatta henstjohn@yahoo.com



ST. MAARTEN /

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NOVEMBER 23 – 25

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NOVEMBER 3

St. Maarten Optimist Championship | Youth Sailing www.smyc.com | info@smyc.com



ST. THOMAS, USVI

DECEMBER 6 – 9

Carlos Aguilar Match Race Sailing Regatta www.carlosmatchrace.com FLAGS PROVIDED BY FLAGSPOT.NET

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YACHT CLUB & FISHING CLUB NEWS

SHARE YOUR HAPPENINGS WITH THE CARIBBEAN COMMUNITY

Tortola - West End Yacht Club

The West End Yacht Club in Tortola, BVI, has finalized its calendar for 2013 with dates that avoid conflicts with the major International regattas around the circuit.

Four of the WEYC six traditional regattas also qualify for the second running of the Goslings Series. This year the series is being run in concert with two extra Royal BVIYC races.

The climax of the 2012/13 series is the 16th Annual Dark and Stormy on March 8th-11th which runs from Tortola to Anegada and back.

THE DATES FOR 2013 ARE:

FEBRUARY 15TH - 18TH

35th Annual Sweethearts of the Caribbean and 31st Annual Classic Yacht Regatta

MARCH 8TH - 11TH*

16th Annual Dark and Stormy Regatta

MAY 24TH - 26TH*

39th Annual Foxy's Wooden Boat Regatta

JULY 6TH*

22nd Annual Firecracker 500 Race

OCTOBER 26TH-27TH

16th Annual Foxy's Cat Fight

NOVEMBER 30*

Gustav Wilmerding 23rd Annual Memorial Challenge

*Part of Goslings Regatta Series. (Dates may change to accommodate various events.)

Ponce Yacht & Fishing Club

REPORT BY CAROL BAREUTHER

Organizers plan to pack plenty of racing and parties into the weekend of November 9th to 11th for this year's Discover the Caribbean Series. Sailors will enjoy the Puerto Rican hospitality, great racing and a complimentary boat slip from November 3rd to December 2nd.

Race courses will consist of windward-leeward for the race division, and regulatory marks for the cruisers. Classes include Racing, Cruising, Jib & Main, J/24, IC/24s and Hobie Cats. All participating sailors receive complimentary breakfasts and dinners, live entertainment and plenty of Puerto Rican rum to keep the party going all weekend long at the newly renovated facilities of the host Ponce Yacht & Fishing Club (PYFC).

Two weekends later, November 23rd to 25th, the PYFC host its Discover the Caribbean Dinghy Regatta, an event that offers a fun weekend for aspiring junior sailors to display their skills on the water. Fifty sailors on Optimists, Snipes, Lasers and some 20 Sunfish will compete on trapezoid courses. Some of Puerto Rico's best junior champions will be among the participants.

For details and a complete schedule of events, visit www. discoverpyfc.com or call the PYFC at 787-842-9003

Antigua – Jolly Harbour Yacht Club

The 2013 Jolly Harbour Valentine's Regatta will celebrate its 20th anniversary from February 7th to 10th and big changes are in the offing.

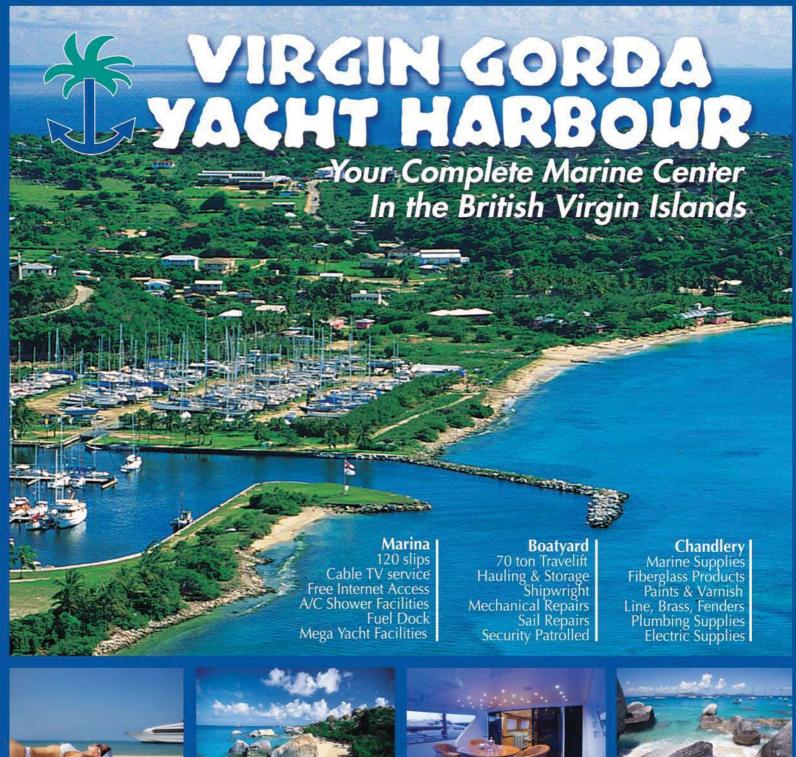
Building on the foundation that Jolly Harbour Yacht Club has already created for this exciting event, a group of interested parties in Jolly Harbour has come together with the Yacht Club to build the Jolly Harbour Valentine's Regatta into a major international event. The Foundation Partners of this expanded sailing festival include Caribbean Developments (Antigua) Ltd., Budget Marine, Jolly Harbour Marina, Jolly Harbour Yacht Club, Jolly Harbour Merchants' Association and Jolly Harbour Homeowners' Association.

The revamped three-day regatta will include professionally-managed fun racing for boats with a maximum 10ft draft. Classes will be available for CSA-rated boats, bareboats, Carriacou sloops, Lasers, Dragons and other one-design boats and dinghies. A pursuit race series will also be held for those who prefer individual starts to fleet starts. This event will also feature a poker run along with the dinghy racing.

For info, visit: www.jollyharbourregatta.com

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













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OLD FOGIES WITH OLD ENGINES

BY CAP'N FATTY GOODLANDER

■ he title of this column isn't a code phrase for geriatric sexual performance—really, is your mind that much in the gutter? Instead, it is an essay about old diesel marine auxiliaries. My new boat (well, new to me but built in 1981) has a FOUR-154 Perkins in it.

At first, I didn't recognize it. But I couldn't locate the engine anywhere, and so eventually took a pickaxe to that mountain of rust under the cockpit ... and oil started to ooze out.

"I think I found the engine!" I screamed happily to my wife, Carolyn.

She dashed over, bent down, and gazed into the oozing hole in the rust. "Excellent!" she giggled while opening her purse and taking out a fistful of hundred dollar bills.

"... wait!" I shouted—but too late. She'd already begun stuffing the hundred dollar bills into the Black Hole.

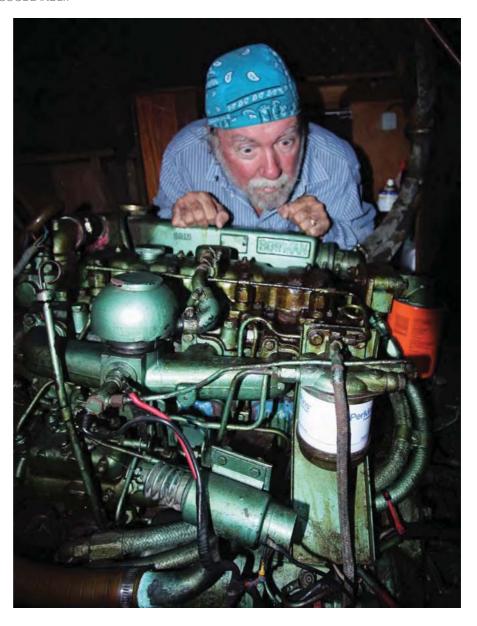
"... let's get started," she grinned evilly. "This engine obviously has an appetite for Vitamin C notes—why pretend otherwise?"

My wife calls hundred dollar bills

Vitamin C-notes. She thinks this cutesy way of speaking will confuse me—and I won't know she is spending real money.

Here's the (terrifying) reality in a nutshell: Perkins Engines run forever, sort of.

They are not nervous engines like the Yammers. Yammers shake themselves to death—like berserk sewing machines on crystal meth. And the Vulvus-well, they only work in Scandinavia. Westerbeaks are sort of like the United Nations—their various mismatched parts can't seem to agree



on anything (except to be expensive).

But these Perkins diesels are true English Bulldogs. Once they sink their teeth into an owner's wallet—they never let go!

One thing I do like about the Perkins is that they look and sound like a diesel should.

Mine looks like it was designed by Rudolph himself way, way, way back-in-the-day.

And their sound is perfect. Most diesel mechanics (well,









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Sailing Humor

the male ones) will start to get aroused within seconds of hearing one—I kid you not.

Masters and Johnson used them during various 1960 sex experiments—but only on extra Y chromosome male subjects with grease under their fingernails.

Yammers might, perhaps, titillate an Asian—but leave most red-blooded Americans cold.

Don't get me wrong. Yammers have won. They are lighter and more powerful and have better PR. Yammers are tomorrow, and Perkins small boat auxiliaries are yesterday. Sad, but true.

... no longer can you buy Winston Churchill to power your heavy displacement sailboat—you have to get a bilge full of yamming Japanese instead.

(Sigh.)

Carolyn and I have considered calling our engine the OOZER. It does not spray oil or water out of any identifiable place ... just oozes it out through some invisible pores in the engine block.

We haven't purchased this many diapers since our daughter was a baby.

Yeah. That's right. Our elderly engine wears diapers just like our aging parents do! Listen up, investors—companies which manufacture absorbent fabric squares with trade names like Diesel Depends are an excellent hedge against inflation!

I am often asked, "Does your engine burn oil?"

How would I know—since the oil leaks out almost as fast

Once a long-haired mechanic asked me, "... does it smoke?"

"Not in Malaysia," I shot back, "because the penalty there for ganja possession is death!"

... besides, why would he want to pry into our personal affairs like that?

... who does he think he is, Mark Zuckerberg?

There are good points to our Perkin's current performance—sure! For instance, if I don't want to see the vessel following in my wake—I just increase my throttle 100 RPM or so, and that vessel is gone.

Yes, if I'm in a bad mood and feeling particularly evil—I can increase my RPM another 200 revs in a winding river and watch said craft run hard aground on my radar.

They say that fog-on-the-water muffles sounds. I am not so sure. All I know is; I hear a lot of coughing behind me on the Intracoastal Waterway.

The good news is that I don't have to remove the old oil when I do an oil change. I just pour in six quarts of new oil—say, every hour or so.

I love the factory wiring on my FOUR-154. It is thick as a furcoated copper pipe. The Brits must have purchased the electrical wire directly from Edison—that's the vintage, for sure.

Did you ever notice the Perkins logo with the circles and squares? That means, 'an all-around square deal!'

I like that.

Carolyn and I now have his-and-her tattoos of that logo on the cheeks of our ... well, never-mind!

I like the air cleaner on a Perkins—which filters out all airborne particles bigger than, say, a brick.

Components are sturdy—for instance, my current starter motor weights more than my previous boat's entire enginewith-trany!

All this is yesterday, of course. They haven't made these FOUR-154 engines in many years. Thus, when I purchased my boat and was told "... the parts for that engine are widely available on the Internet" I didn't realize that meant, "... fat chance, Fatty!"

The rarity of the suddenly-precious parts mean that all FOUR-154 parts are now in the hands of greedy collectors—who will gladly kill for a high-pressure fuel line.

These folks aren't in the game because they like boaters or Perkins—they are the worst sort of mercenaries.

The best part about Perkins engines is their robustness. When I asked one mechanic for advice on cold-weather starting, he suggested stuffing a can of ether down its air cleaner.

Recently, a corroded valve cover to a FOUR-154 was auctioned off at Sotheby's—and sold to a Japanese investor.

A few of the big art collectors are starting to 'get into' FOUR-154 parts—one seller had a Picasso painting, a 1922 Porsche, and a heat exchanger cap for sale.

"How much," I inquired.

"One million," he said.

"...for the Picasso?"

"...for either of the three!" he grinned.

The best part about Perkins engines is their robustness. When I asked one mechanic for advice on coldweather starting, he suggested stuffing a can of ether down its air cleaner.

"... you mean I should shoot a brief spray of Starting Fluid into the air intake, right?"

"Hey," he responded breezily, "if the starter motor is strong it will suck in the entire can-which will eventually come out your exhaust pipe neatly compacted."

That's nice to know-for instance, if the ship's cat has been causing problems.

Modern marine diesels, of course, have electronic fuelpumps-with-computers to monitor fuel flow molecule-bymolecule. This takes into account engine temp, RPM, manifold pressure, the owner's Zodiac sign ...



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Sailing Humor

... not so, the ancient Perkins. Have you ever seen an old WWI movie of a bare-chested stoker shoveling coal into the boiler of a ship? Well, the fuel pump orifice on the Perkins is about the same size as that hole.

There's no tolerance on a Perkins that a yardstick can't measure.

Sure, the new Yammers speak of liters-per-hour—but a real macho Perkin's man deals in far more interesting units, like gallons-per-yard-traveled.

... basically, if you want to have enough fuel to get to the next fuel dock-you will have to convert your water tanks AND your bilges to fuel storage as well.

Why would anyone in their right mind keep a 30+ year old Perkins marine auxiliary?

Well, power is one reason.

These horses are bigger than the Yammer horses. It ain't a numbers game with Perkins. They don't glue on a bigger raw water pump and duct-tape on a turbo—and then claim the engine is twice as powerful.

... bigger engines equal more horsepower—that's how it was done in the good-old-days.

My heavy displacement 43-foot ketch swings a HUGE prop via a 3-to-1 reduction gear—and resolutely throws herself to windward against giant seas. (Yes, it is a Max prop; otherwise I'd never be able to claw to windward.)

... when I heard that Meryl Streep was starring in the movie IRON LADY, I briefly wondered if the flick was about my Perkins.

The amazing thing is, while it is punching my vessel through those huge seas, it appears—at least in the engine room—as if the engine is doing nothing. If you couldn't hear that it was purring, you'd think it was shut off. It does not vibrate or hop or shake or jump.

It is 'all go, and no show!'

Okay! I am having homo-erotic urges for a 500 pound hunk of British Steel. I know; I know ... I'm not supposed to admit stuff like that.

But I do.

I am.

I'm infatuated to my core—by my 154!

Editor's note: when last seen, Cap'n Fatty was in Grenada and attempting to bolt up a smaller FOUR-107 to the transom of his nine-foot Apex inflatable. 0

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

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SAILING WITH CHARLIE

A CLEAN WAKE

BY JULIAN PUTLEY GRAPHICS BY HANNAH WELCH

harlie loves this phrase. It has two meanings: typically in cruising parlance it means to visit a destination and leave it in as good or better a state than when you arrived. This philosophy means that those coming after you will be welcomed rather than treated with suspicion, disdain or perhaps even hatred. Some cruisers may have good intentions but are oblivious to the effect of their actions on other people. Spearing up fish and lobster may feel like a universal right, but to islanders who depend on the resource it may be regarded as stealing. Similarly taking coconuts, fruit and legumes from seemingly wild trees may not be looked upon in a very good light so if possible try to barter, trade or pay a few dollars, after all yachtsmen are rich compared to hand-to-mouth, day-to-day living islanders. Other 'clean wakers' go out of their way to help impoverished islanders by donating clothes, books and other unwanted items; others even buy items to give away before departing their last 'First World' stop. Things like fish hooks, flashlights, cigarette lighters, batteries, kerosene lamps etc., are goodwill items that will be gratefully received.

The second meaning is the more obvious logical one: don't throw anything over the side; in other words, into your actual wake. The US is quite clear with their regulations in that nothing can be deposited in the ocean within three nautical miles of shore and even then it must be small pieces of biodegradable food matter or macerated sewage from holding tanks.

One day Charlie had a couple of well-heeled guests (young fellas from Texas) on a sail training course; they were sloppy, untidy and full of bad habits. They smoked continuously, left piles of dirty dishes, never swept the floor and never put anything away. Cigarette ash was flicked anywhere, butts were thrown overboard as were banana skins, apple cores and orange peels. Charlie decided it was time for some training: "These basic sailing courses are relatively simple," he said. "Most people pass the tests without too much trouble. But sometimes students fail because they don't abide by the regulations."

He then explained that plastic and oil waste can never ever be discarded into the ocean, nothing can be dropped overboard, and he emphasized nothing can be thrown overboard within a three mile limit.



Well, things improved slightly but soon they were back to their same old ways. When the final tests were completed they both managed good test results. They were elated ... but Charlie brought them down with a bump. "Sorry," he said. "You failed the practical part of the test." There were looks of disbelief on the students' faces. "Don't worry," said Charlie cheerfully, "you can take the tests again next year. You were having difficulty with the garbage disposal regs. Study up on those and you might pass next time."

It was a disgruntled crew that returned to the base next day after five days of sail training. Charlie noticed, however, that things were improving dramatically re tidiness. Just before they parted company Charlie told them he had decided to pass them on their practical skills as he had noted a sudden vast improvement. All was smiles then and Charlie's gratuity was very satisfactory ... but he still remembered a couple of days previously when he had dreamt of throwing them overboard – but that wouldn't have left a clean wake.

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



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A RALLY FOR SALTY DAWGS

BY GARY E. BROWN



s the November edition of All At Sea hit the stands, excitement was building at the Blue Water Yachting Center in Hampton, Virginia, where crews in the Salty Dawg Rally were just hours from the start of their sailing adventure!

The Salty Dawg thundered onto the rally scene in 2011 and was an instant success. Why? All At Sea set out to investigate.

The Salty Dawg was founded by cruising enthusiasts Bill and Linda Knowles of Bristol, Rhode Island, with their Jeanneau 54DS, Sapphire, and their Jack Russell terrier, Brie, the original 'Salty Dawg'.

When Bill and Linda talk about the rally their enthusiasm is contagious. "The Salty Rally became a registered non-profit organization in the State of Rhode Island and is working towards becoming a 501c3 (American tax-exempt nonprofit organization) in 2013," says Linda. "The Rally also became an official Burgee Member of US Sailing. We now have an official Salty Dawg Burgee and we have a newly launched Salty Dawg Rally website. We also had our first Annual Salty Dawg Rally 4th of July Celebration in Bristol, Rhode Island."

The Knowles carried news of their rally to several boat shows on the Eastern Seaboard this year where they "picked up new sponsors and generated a lot of interest among future ralliers."

What makes the Salty Dawg so popular?

"There are several reasons for this. The most obvious is that it's free!" says Linda, before adding "then there are benefits to boot!" She says sailors like to take charge of their boat. They want to feel responsible and be the captain of their vessel. They can sail safely in a group with weather routing and daily check-ins and not have to take out a mortgage to do it. They can experience the fun and friendships that are made and last a lifetime.

For the rally organizers, safety is the number one priority. Float plans, an active SSB net and weather routing are just part of the safety procedures.

The rally takes the yachts from Newport to the British Virgin Island, Bahamas, or 'other various locations'. While the organizers want the event to be fun, not an endurance test, they recognize the challenges the sailors will face offshore.

First time ralliers Hank and Seale George are seasoned cruisers who over 30-years have logged 160,000 blue water miles including five voyages to the Caribbean. One of the reasons they chose the Salty Dawg was because of its flexibility.

"We liked the idea of a low key rally, since we prefer to select our own departure windows, schedule, and route," says Hank. The couple are sailing Flash, a Catana 471 performance catamaran. Hank notes the boat is well equipped for offshore passages, with storm-sail, light air sails (screecher and two spinnakers), SSB, Sat phone, liferaft, EPIRB-Cat II, sea drogue, parachute storm anchor, flares, etc.

For the passage the George's have invited two experienced sailing friends to go with them along with Breezy and Misty, their two four-legged Salty Dawgs who have being blue water sailing for the past nine years.

For the rally organizers, safety is the number one priority. Float plans, an active SSB net and weather routing are just part of the safety procedures. "We also encourage each boat to get a Spot Messenger," says Linda Knowles.



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At top: Salty Dawg Rally Co-founders Linda Knowles (L) and Bill Knowles, holding the original 'Salty Dawg', Brie, are honored by Mrs V. Inez Archibald, Deputy Governor, Government of the Virgin Islands, at the Rally's pre-departure gathering at Nanny Cay in May 2012; Middle left: Hank and Seale George in Antigua; Middle right: Hank and crew in their cool shades; Bottom photo: Hank and Seale's Catana 471 Flash

"And this year we plan to have a site that will track the boats as a fleet."

Long-distance sailors Beth and Paul Winchell and their Beneteau 57 Black Swan are also rallying for the first time. After studying promotional material, they thought the rally offered the best value for money. "The Salty Dawg Rally has no fees but provides weather routing, something we always use for a trip to the Caribbean (at a costs of around \$350). In addition the organizers have negotiated fuel and grocery discounts," say the cruisers.

The Winchells were not starting with the boats in Virginia, but taking part from their home in Beaufort, NC.

Seasoned 'Dawgs' Pablo and Tatja Hopman and daughters Remi (7) and Mia (10) have taken part in two 'Salty' rallies—to and from the Caribbean—aboard their Hallberg-Rassy 37 Borealis – one of the smallest boats in the fleet.

Aside from the thrill of voyaging, first time 'Dawgs' and old hands alike say they are looking forward to the social activities prior to departure and on arrival in the BVI.

"The Salty Dawg Rally is perfect for independent minded cruisers looking for camaraderie, planning and en route support in a low key atmosphere," says Tatja. "We particularly appreciate the autonomy to make our own decisions on departure and arrival locations as well as dates." Recalling the last rally, she says, "Having access to Chris Parker for weather was great and SSB passage support of Dick Giddings and the DooDah net was invaluable."

Aside from the thrill of voyaging, first time 'Dawgs' and old hands alike say they are looking forward to the social activities prior to departure and on arrival in the BVI.

"We expect, as we've always found cruising, to meet many interesting folks, continue to link up as we cruise the Caribbean this winter, and no doubt stay in touch for a long time after this winter," says Hank George. "The cruising community is special, and these friendships are priceless."

For information about the Salty Dawg and the return rally to the U.S. in the spring, visit: www.saltydawgrally.org

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





reams of five young Caribbean sailors came true this summer when they competed in the Summer Olympics. Each brought back a wealth of experience, unforgettable memories and a keen desire to train for 2016.

Sailing in the Olympics was like no other regatta, explains St. Thomas' Cy Thompson, who finished 25th in the Laser Class. "You definitely want to come into the event thinking that it's just another regatta, but with the media, security and all, you feel like a celebrity."

Trinidad & Tobago's Andrew Lewis discovered that the Olympics were both awesome and overwhelming. "To think that all of my efforts were to achieve this milestone,

"Never give up. My journey to the Games was definitely filled with a lot of ups and downs. But in the end, just pushing through, and keeping a positive attitude along the way, definitely pays off."

— Mayumi 'Mimi' Roller

and now I was finally here," says Lewis, who ended 37th in Lasers.

Even though St. John, USVI's Mayumi 'Mimi' Roller, who finished 40th in Laser Radials, wanted to compete at the Olympics ever since her Opti days, she found actually being in Weymouth and facing the world's best, surreal. "The

racing was by far the toughest I have ever partaken in. Everyone was giving it their all and there wasn't any forgiving moments of any race."

Caribbean training was a help to St. Lucia's Beth Lygoe, who finished 37th in Laser Radials. "We get the variety of conditions in St Lucia, just like in Weymouth (flat water and gusty winds through to big waves and steady winds). The only major difference was the colder water and tides."

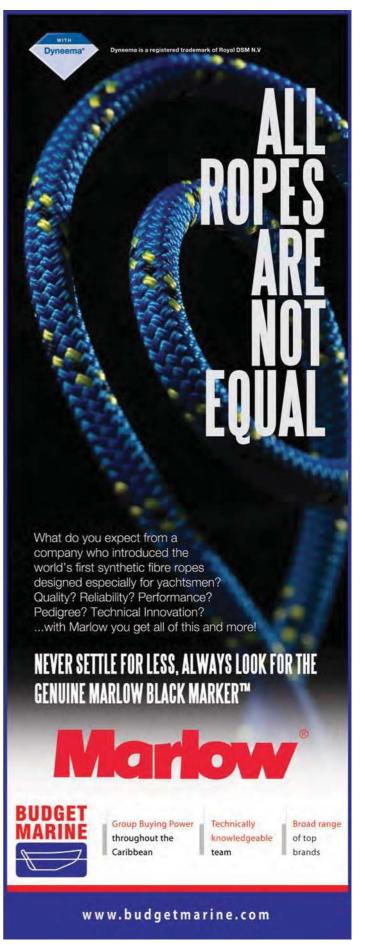
All the sailors experienced 'top of the world' moments. The USVI's Roller's came in the second race of the third day. "The wind lightened up a bit and was pretty shifty, which I like," she explains. "I started in 5th place, but after capsizing on the second downwind, and then a yellow flag which caused me do a 720, I dropped to 22nd place. That was still good, but it felt really nice being in the top of the fleet and maintaining that position for as long as I did."

Curacao's Philipine van Aanholt, who ended 36th in Laser Radials, will spend the next two years finishing a bachelor degree in business, and then she says, "I'll work on staying fit, so when I start again I can give it my all in the Caribbean-Central American Games, the Pan-American Games and hopefully the Olympic Games again."

The USVI's Thompson says there are a few match racing events that he will do with Taylor Canfield. "My team, Minor Threat, will try to defend their Team Racing National Championship, and obviously I'll do any big boats stuff that I can get on without compromising my four-year Laser campaign for Rio."

Trinidad & Tobago's Lewis is planning for a podium finish in 2016. In addition, he says, "I want to help T&T to have a bigger contingent of sailors at the next Games so I will be working towards grooming more talent in the hope that they can qualify."





Racing Circuit

Lastly, what are words of wisdom these Olympians can share with other Caribbean junior sailors?

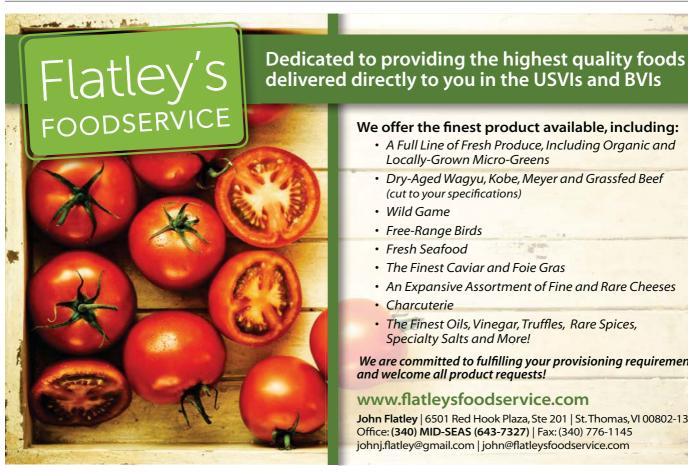
"Keep training, make sure you find a good training partner, and do a lot of events," recommends Curacao's van Aanholt. "Get fit, sailing alone is not enough (for Laser sailors); go to the gym and workout! Think about the mental part as well. How do you focus the best, what motivates you?"

The USVI's Roller adds, "Never give up. My journey to the Games was definitely filled with a lot of ups and downs. But in the end, just pushing through, and keeping a positive attitude along the way, definitely pays off. Also, I don't know if this applies to all sports, but I know it helped me to write down my thoughts about my training every day. It really helped me to focus on what I felt I was doing right, what I was doing wrong, and how I could improve."

Finally, says Trinidad & Tobago's Lewis. "Believe in yourself and never give up. I was told on many occasions that I will not make it. That I am too small and that I should not be there. If you have a dream, make a plan, surround yourself with the right people and go for it. Once you have that selfbelief and stay positive, then anything is possible."

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





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USVI OPEN / ATLANTIC BLUE MARLIN TOURNAMENT

PEJE WINS, VALDES EARNS TOP ANGLER



Puerto Rico's Peje wins Top Boat in the ABMT - (from left): William Oquendo, Capt. Juan Antonio Garcia, Javier Aldrey, Jose Pazos, Carlos Garcia and Carlos Chapel

here was a five-way tie for top boat going into the fourth and final day of fishing in the 40th Anniversary USVI Open Atlantic Blue Marlin Tournament (ABMT), nicknamed the 'Boy Scout Tournament' for the event's chief beneficiary. Yet only one, the team aboard Puerto Rico's Carlos Garcia's 47ft Cabo, Peje, released one blue marlin for the day, their seventh of the tournament, to win.

"It was a long day," recalls Garcia. "We didn't hook that final fish up until close to noon. It ate the bait and jumped

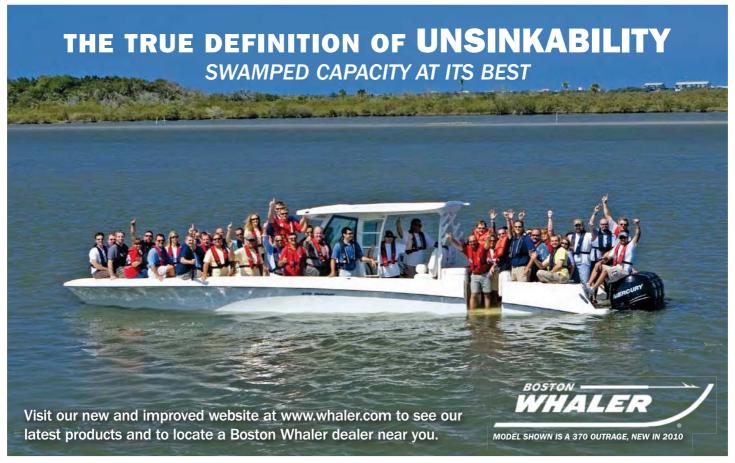
out of the water completely, a nice healthy fish of around 450 pounds that we released in about 40 minutes."

The Peje team began the tournament in first place on the first day with the release of three blue marlin. Then fell to second behind the 58ft Revenge on the second and third day while still releasing one and two fish, respectively, on each of those days.

"Dedication, more dedication, resources, good people and karma, that's what led to our success," says Garcia.

Juno Beach, Florida's Sam Jenning's Revenge finished





second with six blue marlin, while Atlanta, Georgia's Brooks Smith's 68ft Bayliss *Uno Mass* finished third by catching six blues right after the *Revenge*.

Meanwhile, it was Puerto Rico's Jose Valdes, Jr., aboard the 57ft Bertram, *Lady Abi*, who won Top Angler and \$10.000 in cash with the release of five blue marlin.

"Consistency is what did it," says Valdes. "I released one blue marlin the first day, three the second and one the third. That last one was big and the fight was about an hour and 25 minutes."

Finally, the Best Junior Angler award went to 17-year-old Mason Domel, from Austin, Texas, fishing with his family aboard the Cabo 48, *Deguello*. Domel went from the agony of defeat, when he lost a blue marlin after a four-hour-plus fight on the tournament's first day, to the joy of victory when his total of two blue marlin releases earned him the spectacular and newly-created junior angler trophy sponsored by Jim Lambert, on the *Reel Tight*. It was a close race between Lambert's 16-year-old son Tristan, who released one blue marlin on the fourth day, and Domel, for the trophy.

"I was a little concerned this morning, but then I ended up releasing about a 300-pound blue marlin after a 20-minute fight in the early afternoon," Domel said, adding, "it's pretty exciting to win." A total of 89 blue marlin were released by the 26-boat fleet in four days of fishing.

Started by Chuck Senf in 1972, the event is nicknamed The Boy Scout Tournament since a portion of the proceeds have always benefited the VI Council of the Boy Scouts of America, one of Senf's favorite charities.

Domel went from the agony of defeat, when he lost a blue marlin after a four-hour-plus fight on the tournament's first day, to the joy of victory when his total of two blue marlin releases earned him the spectacular and newly-created junior angler trophy sponsored by Jim Lambert, on the *Reel Tight*.

The ABMT is fished under International Game Fishing Association (IGFA) rules, and is overseen by a professional Board of Captains and qualified observers.

For more information, visit: www.abmt.vi



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

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RESCUE DIVER

BARBIE SAVED IN CARIBBEAN

BY BECKY A. BAUER



ountless numbers of divers state that the Rescue Diver course they took is the course that provided the greatest sense of accomplishment and confidence. While a few rescue techniques are covered in Open Water and Advanced courses, a good Rescue Diver instructor opens a whole new world and gives students much more self-assurance. When taught properly, rescue students often feel like they are in boot camp and those who complete the course will never forget it.

I for one won't forget my private course, a course I traveled a long distance to take from a technical diving instructor. And, boot camp it was! My victim during the course was a body building competitor who was solid muscle, weighing over 100 pounds more and standing a foot taller than me. Fortunately, he was tough and thick skinned. In spite of bruises and abrasions from my dragging him across gravel

and stone since lifting and carrying was not an option, he complained only once and reminded me that his nose was not a recommended lift point.

A few years later I was diving on a wreck off the coast of Honduras looking for photo ops when I spied an old Barbie doll lying under the bow. I'd been diving the wreck for several days but hadn't noticed Barbie previously so assumed she'd been washed out of the wreck during a storm the night before. I 'rescued' poor Barbie, stuffed her in my BC, and continued my photo assignment.

That evening at dinner, a dive instructor stood up and loudly asked if anyone present was the so-and-so who took Barbie from the wreck.

Instead of confessing I looked around as if waiting for the culprit to confess. No one moved as the instructor proclaimed that the so-and-so had caused her rescue class to do an extra search and recovery dive because Barbie went

missing and a weight belt had to be substituted. And, by the way, Barbie had special significance as she was the instructor's childhood pal.

That evening, I made a late night dive on the wreck with Barbie. I placed her back under the bow and covered her with sand leaving only one arm exposed. As I hoped, the following day the newly certified rescue divers found Barbie and assumed they'd missed her due to a current that had covered her with sand. The instructor was happy to be reunited with her special Barbie doll so I thought all was well.

Back near the wreck the following morning, I was lying on the bottom with my camera, being ever so still in the hopes that a patch of garden eels would reveal themselves. Out of nowhere came the entire class of new rescue divers intent on saving me. Signaling OK didn't stop them. One by one they each came to check on me, tapping my shoulder, feeling for a pulse, shaking me.

In the dining hall that evening, I explain that I was working on garden eel photos and not to worry if they saw me lying on the bottom; check for exhaust bubbles, and thanks for being so diligent.

The next morning, after borrowing the largest diver's slate I could find, I wrote on the slate, 'I'm fine, don't worry, enjoy your dive' and placed it near the eel patch. It didn't work. I was repeatedly rescued that day, too, and eventually had to search out a garden eel patch away from the underwater path divers followed to the wreck.

That night I was the last to arrive for dinner. And they were waiting. The entire crowd erupted in laughter and leading the crowd was the dive instructor who was holding Barbie aloft. Seems the enthusiastic new rescue divers were directed to rescue me by my friend, their instructor, who was conveniently hidden on top of the wreck directing my multiple rescues.

Since rescuing Barbie and being 'rescued' many times on that wreck, the skills I learned during my rescue diver training have been invaluable in real life situations with real, live divers in trouble. All occasions that called for the use of my skills involved divers with only the basic dive course under their belts. They all survived albeit the fear and lack of experience that caused their troubles to begin with probably kept them from diving ever again. In place of thanks or a beer, I always tell those I've assisted to enroll in a rescue diver course. They won't be sorry and they will be much better, more confident divers.

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







he world's largest annual trans-ocean sailing event is expected to be even bigger this year. Over 234 boats will take their start November 25th from Las Palmas de Gran Canaria en route to Rodney Bay Marina in St. Lucia, on the Atlantic Rally for Cruisers, or ARC for short, thus breaking past entry records.

"The ARC is the one rally on most sailors' bucket list," says World Cruising Club communications executive, Rachel Hibberd. "Since 1986, it's been the one to do for family cruisers and serious racers. There are three categories which enable sailors of all persuasions to enjoy the rally: Open Division boats just cruise in company; Cruising Division boats use our in-house handicap system for fun competition which still allows motoring, and Racing Division boats sail with IRC racing certificates."

Two weeks of pre-start activities begin November 12th in Las Palmas and are packed with opportunities for the more than 1200 cruisers to meet and mingle. There will be talks and lectures from experienced cruisers including Jimmy Cornell and a full morning of safety demonstrations which include the chance to try a life raft, as well as the famous ARC parties, including the annually anticipated costume celebration.



This year's record fleet will see more multihulls, which reflects the general trend in cruising and passage making. In 2011, there were 31 multihulls, the largest-ever ocean crossing by a fleet of cruising multihulls, and this year 23 catamarans were already registered by mid-September. There will be plenty of monohulls too. These range from the smallest, a Rival 32 named Troskala, as well as some 37 other boats in the 40ft or less classification, to the largest, the 92ft CMB/Frers, Bristolian. The largest catamaran is the Privilege 65, Sagittarius. While the average boat transiting is nine to ten years old, there are two classics both launched in 1936 which will take part: the wooden yacht Peregrine and steel yawl Peter von Seestermuhe. As always, there will be boats sailing under the flags of more than 20 countries.

Crews represent a mix of age and experience. For example, there are at least 16 boats sailing with children under age 16, which adds up to a total of over 30 children. Interestingly, one of these is Norwegian Marius Larsen, who sailed with his parents in the first ARC in 1986, and he is returning as captain of his own boat, the Hanse 320 Quickie. Likewise, the UK's Gill Duncan sailed with his parents in 1991, and is now taking his own children across the Atlantic on his Grand Soleil 52, Fabiola. Organizers are running a special 'kids club' for children aged six to 16, which allows parents to get their boats ready without worrying about their children getting bored and this is included in the entry fee. On the experience front, most ARC participants are

2012 Atlantic Rally for Cruisers



taking part for the first time. There are some repeat cruisers. One is German sailor Manfred Kerstan, who is known as 'Mr ARC' and is back for his 18th year and will be sailing aboard the Swan 62RS, *Albatross*. Lastly, some crews are fundraising for charities as they cross the Atlantic. One of these is the crew aboard the Beneteau First 40, *Lancelot II*, which will raise money for the Ellen MacArthur Children's Cancer Trust.

"The route is the same as always," says Hibberd. "Start off Las Palmas, sail south till the butter melts then turn west for Saint Lucia! The boats all receive special weather information to help them plan their route, so quite often the fleet spreads out across the latitudes."

Shore-side activities in Rodney Bay improve every year as the Marina and local business folks make the boardwalk swing and really put on a show for participants in ARC Village. This year, there will be talks on Caribbean cooking from St. Lucian celebrity chefs; author Chris Doyle will give lectures on Caribbean cruising and there will be lots of music, rum punches and cold beers. The highlight of the arrival period is the ARC prize-giving on December 21st. Awards will be given for the fastest boats in each division, plus special awards for seamanship, safety and the 'Spirit of the ARC'.

Rally participants who'd like the fun of cruising in company again can sail back on the ARC Europe, which departs from Nanny Cay Marina in Tortola and Hampton,

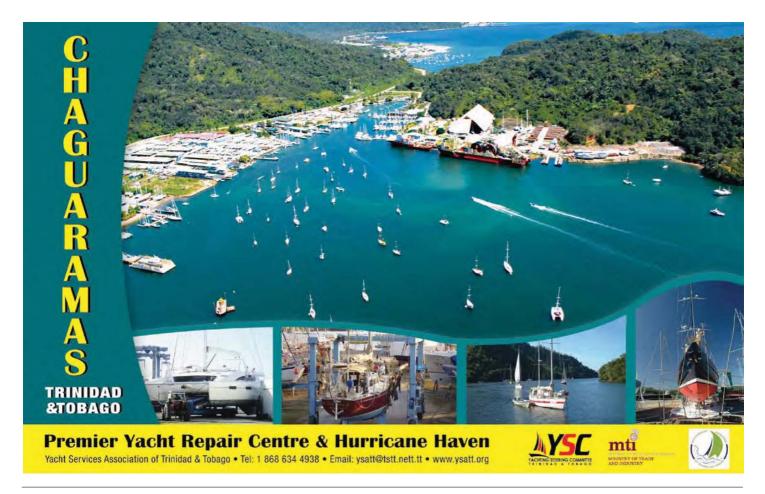


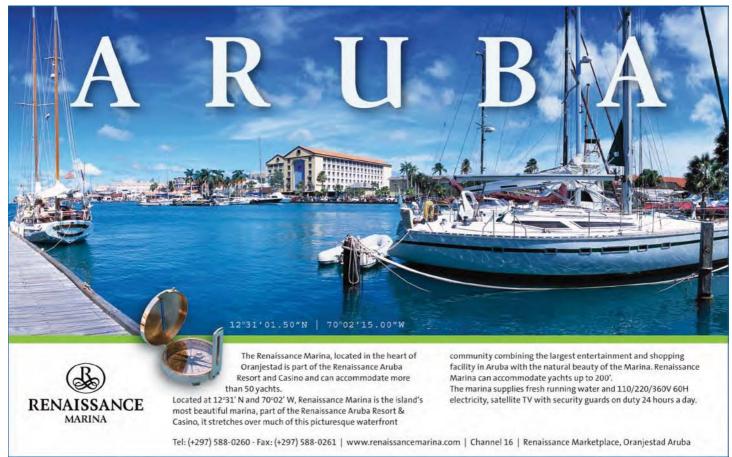
Virginia, in May 2013, with the two fleets joining in Bermuda before heading across the Atlantic to explore the Azores, then on to Portugal.

"This opens the opportunity to carry on into the Mediterranean for a year or more, or to explore Europe for five months before coming back across the Pond with the ARC rally in November just in time for Christmas in Saint Lucia," says Hibberd.

For information, visit: www.worldcruising.com/arc/index.aspx

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







he combination of tried and true and something new has been the formula for success for the World Cruising Club's (WCC) Caribbean 1500 Rally. This year, 40 to 50 yachts will depart November 4th from Hampton, Virginia, some headed for the customary destination of Nanny Cay Marina in the British Virgin Islands and others bound for Bluff House Marina on Green Turtle Cay, Abaco, Bahamas, on the newly-named ARC Bahamas, an event that's forecast to become a small stand-alone rally in itself.

"Over the last 23-years," explains Rachel Hibberd, WCC's communications executive, "the rally has developed and evolved into an event that attracts first-time passage makers, rally veterans and the odd professionally crewed race boat heading south. The fact that it attracts a wide range of boats and people makes it really interesting."

The 2012 fleet and crew are indeed an intriguing mix. Five catamarans are registered, which is fairly usual, however the 'average' boat size is slightly smaller at 44'6". The smallest boat is a Morgan 35 and the largest is a Tayana 55. In terms of age, a Valiant 40 built in 1976 is the oldest boat and the newest is an Antares 44 catamaran, which was sailed to the U.S. in the Atlantic Cup in May as part of her maiden voyage from Argentina. Nationality wise, the fleet includes one Australian-flagged boat, five Canadians and Americans from across the U.S. As for crew, there's the usual range of ages from school kids to grandparents.

To get a first-hand insight, Ian Winterborn, who sailed several Caribbean 1500s aboard his Gozzard 41, *Reberth*, offers, "Taking part in the 1500 is the ideal way to get all the support needed to make the passage south. From the



time of signing up, to the arrival in the BVI, the experienced team are there to help and give advice."

Winterborn adds, "The 1500 provides the opportunity to meet other first timers and those who are more experienced passage makers. Some of our best cruising friends participated with us in the 2004 rally and we still meet up with them around the islands. The introduction of transponders for every participant makes the event far more exciting for friends and families as they can watch the progress of the boats on their adventure via Internet."

One feature that makes the Caribbean 1500 unique is that the average cruising boat can join in a fun competition without having to get racing certificates or special insurance. Most of the fleet's boats opt to join the Cruising Division, and as such they receive a handicap based on

boat dimensions, which allows different types of boats to be accurately compared. Even motoring time is factored-in.

Following pre-start activities in Hampton that include 'meet and greet' parties, a safety demo with life raft launch, weather briefings and farewell dinner, the fleet enjoys nightly 'chats' while en route. On arrival, the island vibe starts immediately. Boats are met with a welcoming

Caribbean 1500 Cruising Rally



rum punch, and then there are a number of informal parties ashore leading up to the awards ceremony. This ceremony takes place at Bluff House Marina on November 10th and at Nanny Cay Marina on November 16th. Prizes will be awarded for the competitive cruise class, while all participants receive a commemorative plaque.

"Anyone considering making a big offshore passage for the first time should test themselves and their boat beforehand by sailing non-stop for a couple of days and nights," explains Hibberd. "We require the boat and core crew to make a 250 nautical mile non-stop passage. This is a good way to check that the boat is set-up for offshore sailing – workable galley, lee cloths, safe cockpit etc., and that the crew actually like passage-making!"

Recommended also is that crews take a sea safety course

such as those offered by US Sailing. This is a great way to learn about the correct way to use safety equipment such as flares, life rafts and fire extinguishers, and how to manage emergencies of all kinds."

To anyone still thinking about whether or not they should join the Caribbean 1500, Jennifer McNamara who sailed last year aboard the Carolina 470, Lady, says, "Do it! The fee includes a lot of dockage, social activities and parties, and you will make a lot of very good friends, who will be your cruising buddies from now on."

For information, visit www.worldcruising.com/carib1500 @

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



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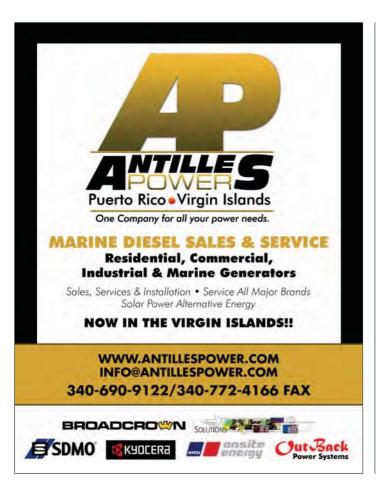
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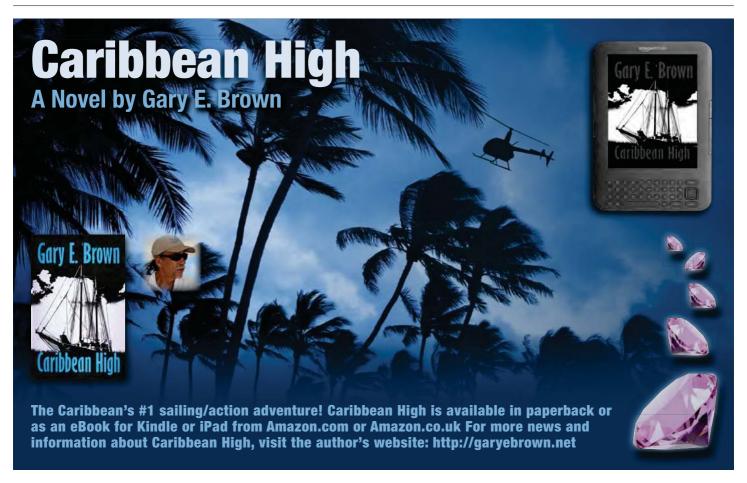


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SAN JUAN OFFSHORE **FESTIVAL DRAWS HUNDREDS OF SPECTATORS**

CAROL M. BAREUTHER



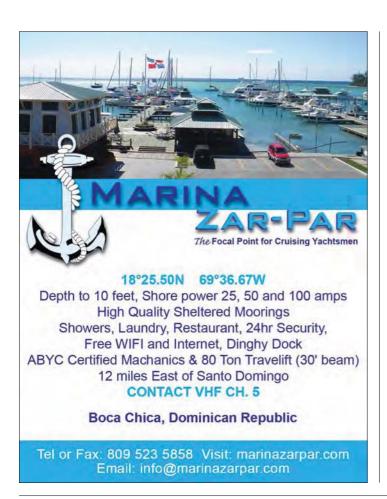
ome of the most spectacular maritime events in Puerto Rico's history have taken place within the natural amphitheater of San Juan Bay, overlooked by the 500-year-old San Felipe del Morro Fort and the scenic Paseo La Princesa Promenade. These nautical pursuits have spanned everything from battles during the Spanish colonization to the more contemporary Columbus Regatta, OpSail Tall Ship Parade, and the famous offshore boat races of the 1980s and '90s. Now, for the first time since 2006 when the Offshore Super Series (OSS) of U.S. elite racers staged a leg in Puerto Rico, and since 2009 when offshore powerboat racing made a comeback in Puerto Rico (thanks to the launch of the non-profit, Puerto Rico Offshore Series), offshore fans were once again able to view their favorite sport from historic Old San Juan when the three-day San Juan Offshore Festival took place in July.

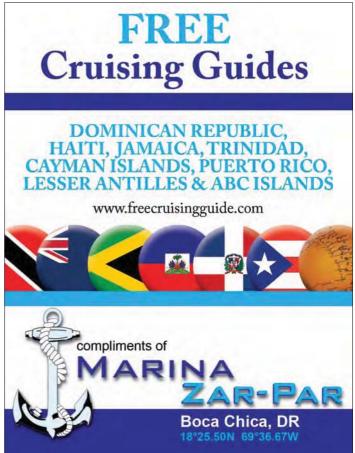
"The fans of this high-speed adrenalin-pumping sport were able to hear the roar of 13 offshore boat engines and

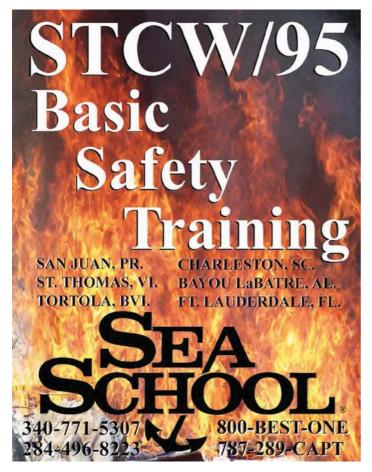
enjoy the speed and competitiveness of such a spectacle. Since the entire circuit was inside the bay and the weather conditions were favorable, the boats were able to achieve very high speeds and fiercely compete," says Angel Duran, Puerto Rico Offshore Series (PROS) marketing and public relations director.

The event attracted many spectators, both on land and in boats at sea, who watched ten out of the 13 registered boats successfully complete the 12-lap circuit.

The event proved to be a real weekend maritime festival. On Friday, there was an exhibition of the race boats at the terminal of the Pan-American cruise ship dock. Several other nautical organizations manned booths and exhibi-









WINNERS OF THE 2012 SAN JUAN OFFSHORE FESTIVAL

Overall & Category C (Super Modified -120mph*): Marina Costa Azul

Second Place Category C: Unlimited Marine

Category A (Super Light - 100mph) & Second Place Overall: Thunder Blade/Medalla Category S (Super Sport Modified - 85 mph) Winner: Villa Marina/Gascot Marine

Second Place Category S: Mobile Marine

Category D (Pleasure Modified - 70 mph) Winner: Storm

Second Place Category D: X-Treme Pantera

Category F (Pleasure Sport 'Entry Level' - 60 mph) Winner: Landy Powerboat Transport

Category CC (Center Console - 50/75 mph) Winner: Contender Flichi Auto Party

Second Place Category CC: Hydra Sport Industrial Marine

*Maximum Velocity

tions. These included the Puerto Rico In-shore Association, Dragon Boats Federation, Caribbean Radio Control Boat Club, BOSS - Boat & Seamanship School, Natural Resources Department and San Juan Power Squadron. The next day, Saturday, an awesome boat caravan escorted by the Police Department took place from the Pan-American dock to the ramp, where boats were launched into the water for display until racing started at 1:30pm on Sunday.

The next Offshore Festival will take place in Mayaguez from December 7th to 9th. For more information, Email: proffshoreserie@hotmail.com or visit www.prospuertorico. webs.com The organization also has a Facebook page. 🙉

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

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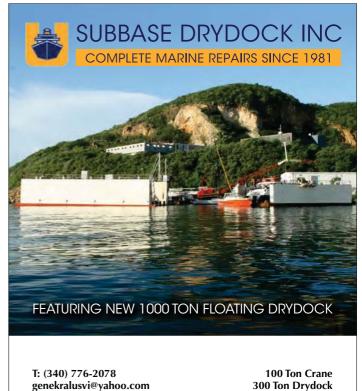
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COAST GUARD PUERTO RICO WIN AWARD

BY CAROL M. BAREUTHER



oast guard aids to navigation team Puerto Rico have received the prestigious Sumner I. Kimball readiness award.

Motorists may take traffic signs for granted and some yachtsmen may do the same with navigation aids. Yet, take these away and disaster can result. That's why it's awesome for boaters cruising through the waters of Puerto Rico and the U.S. Virgin Islands to know that the U.S. Coast Guard's Aids to Navigation Team Puerto Rico ranked among the very best and received the Sumner I. Kimball Readiness Award in a ceremony held August 15th at the Coast Guard base in San Juan. Only an estimated 15 Coast Guard units receive the Kimball Award each year.

"This award recognizes the level of commitment, preparedness and skills of the men and women of Aids to Navigation Team Puerto Rico and places them among the best of the best in the Coast Guard," says Capt. Drew W. Pearson, U.S. Coast Guard Sector San Juan Commander. "Their work ensures that our navigable waterways and ports in Puerto Rico and the U.S. Virgin Islands are safe for all mariners and vessels to transit."

Achieving this award is no small feat. The Team underwent an intense three-day inspection by a Coast Guard standards team from Yorktown, Virginia; the same group that inspects all other Coast Guard Aids to Navigation teams. Inspectors check for every nuance of operational readiness and professionalism, from personnel training, technical knowledge and the overall condition of the unit's two vessels (a 55-footer and 26ft trailerable vessel), to underway real-life simulated emergencies such as fire, flood and towing drills, and then award a point score.

Team Puerto Rico received a near perfect score of 23/25 meaning that they far exceeded readiness requirements.

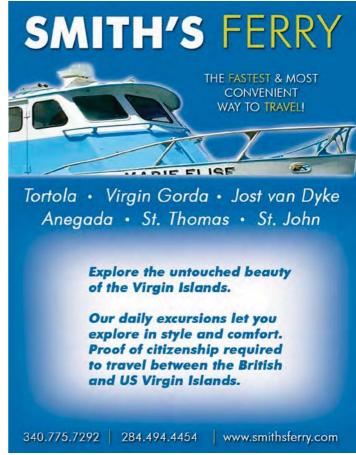
Maintaining such a high level of readiness is huge considering that the 17-member Team Puerto Rico's area of responsibility includes 8000 square miles, from Mona Island, off the west coast of Puerto Rico, to St. Croix, and the 126 aids to navigation and 14 lighthouses in this area. Consider, too, that all of Puerto Rico's lighthouses are on the National Historic Register and date back to the Spanish Colonial Era.

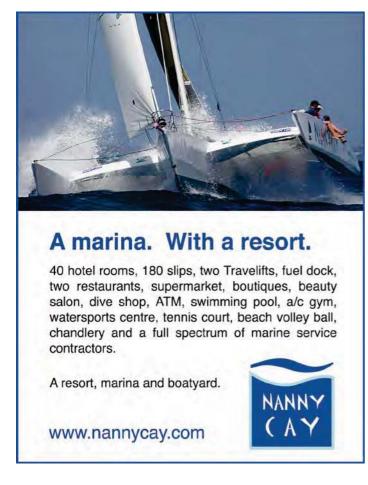
"Logistics are big here because many structures are on remote islands," explains Petty Officer 1st Class Raymond Coleman, Aids to Navigation Team Puerto Rico Executive Petty Officer. "For example, personnel at Air Station Boringuen have to fly us out to islands like Culebrita and Savanna and lower us down to the lighthouses for service or repair because there is nowhere to land. In addition, when there is a tropical storm or hurricane that causes port closures, we fly team members on station with portable laptops to ascertain the proper positioning of all navigation aids so that the ports can be reopened as quickly as possible after the weather incident."

What the Aids to Navigation Team Puerto Rico's award means is that recreational sailors and power boaters as well as cargo boats, commercial vessels and cruise ships sailing in Puerto Rico and the U.S. Virgin Islands can rely on one of the best marked and maintained navigational waterways.

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









DESTINATION CALIFORNIA

SAINT BARTH ATTITUDE AT THE F18 WORLD CHAMPIONSHIPS

BY ELLEN LAMPERT-GRÉAUX

ailors Jeff Ledée and Vincent Jordil from Saint Barth traveled to Long Beach, California, for the Formula 18 catamaran world championships in September. Two of the organizers of the Saint Barth Cata Cup, Ledée and Jordil did better than last year, and were one of only two boats from the Caribbean. (The other featured Enrique Figeroa from Puerto Rico, who also participates in the Saint Barth Cata Cup.)

"There are two flights, gold and silver, with 120 boats competing," explains Ledée, who notes that last year he and Jordil placed 70th but this year improved to 65th overall, or sixth in the silver flight, although they were hoping to finish in the gold group. "Last year, we had a boat we didn't really know and that was a handicap. This year we bought a new boat exactly like the one we have in Saint Barth, which was an advantage."

The water conditions threw them a curveball, as the sea was flat but tricky with the large number of boats causing a lot of close, high waves. "This kind of navigation was harder than we thought," adds Ledée, who says they did their best when winds were as high as 17 knots.

Meanwhile, in Saint Barth, registrations for the 2012 Cata Cup (November 16th-18th) got underway and filled within 48 hours of opening, with an expected 55 boats heading for the start line. Some of the Formula 18 cats were sent directly to Saint Barth from Long Beach, by way of Miami, including Ledée and Jordil's new boat, Saint Barth Attitude. Many of the champions from Long

Beach will be in Saint Barth for the racing, including the winner, Olivier Backes, from France, and last year's Cata Cup winner, Mischa Heemskerk, from Holland who is returning to defend his title. Another hot competitor is Darren Bundock, skipper of Oracle Team USA in the America's Cup, raising the benchmark for excellence at the St Barth Cata Cup even higher.

Ledée and Jordil expect boats from Greece, Germany, Italy, France, Finland, Sweden, USA, Canada, Holland, Switzerland, Belgium, Puerto Rico, Guadeloupe, Martinique, St Martin/Sint Maarten, and St Barth as the Cata Cup contin-



ues to grow in stature. And as the island's F18 representatives, these sailors are already looking forward to the 2013 F18 world championships in Tuscany, Italy, where they will once again be going for gold. 0

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.



rom our vantage point at Shirley Heights 300ft above cerulean waters off Antigua's most southerly point, we can see the ghostly blue outline of Montserrat.

We perch on bastions carved from volcanic boulders, high atop a mountain studded with cacti and intrepid goats.

The waters far below are striated with white foam. They change to turquoise and teal offshore, royal blue toward the horizon.

A lone sailboat, running west before the wind, dominates a picture that includes a historic harbour known as Nelson's Dockyard.

Nelson was stationed here, commander of the Leeward Fleet, but he never much liked the place.

We've been sailing here for a week now – our third Antiquan charter – and this is our last day on island.

I've always liked Nelson but he didn't have much taste in real estate.

Sail here and you'll know what I mean. Nor am I the only sailor enamoured with this cruising destination.

Michael van Rensburg, Antigua's base manager for Sunsail, calls Antigua "one of the best islands to sail in the Caribbean."

The history here is one attraction. Charter with Sunsail and your home port is a working Georgian dockyard. There



is a 1671 record of a yacht chartered to the governor of the Leewards for the purpose of 'Chasing ye pirates'.

The wind's another. "Never have to worry about the winds here," former Sunsail base manager Dan Harradine told me during my first briefing.

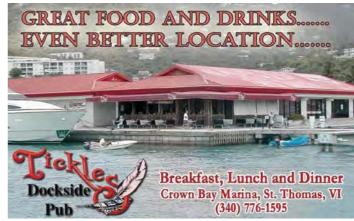
But for me, despite the potential thrill of chasing both pirates and wind, the chief appeal is the wealth of anchorages.

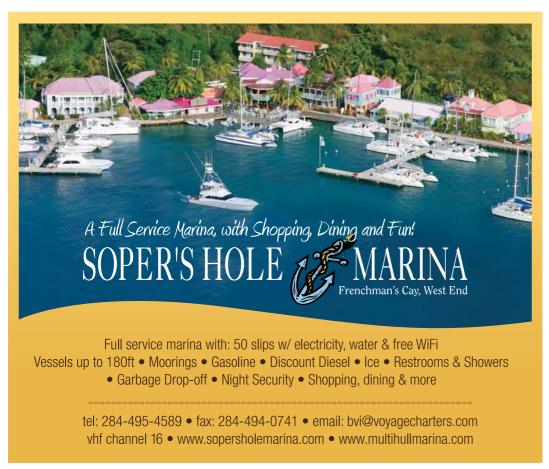
In his Cruising Guide to the Leeward Islands, Doyle calls Antiqua "exceptional, with more anchorages than any other country in the Leewards. You could cruise here for two weeks without stopping at the same anchorage twice. And you would enjoy great variety."

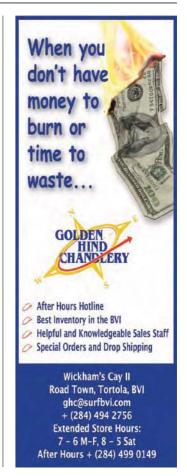














Variety indeed.

Stop at Carlisle Bay for a night. Swim with sea turtles. Traverse the west coast. Stop for lunch off Ffryes Beach, an alabaster swathe of sand guarded by a lone ancient sugar mill, a procession of green and blue mountains for backdrop.

Drop the hook off Jolly Beach, a popular water sport destination. Or dock overnight and treat yourself to the delights of a multitude of restaurants - party central during Antigua Sailing Week.

On our first trip here we'd booked a skipper for the first couple of days, following this selfsame course. There was method to my madness. I'd get the inside track on Antiqua's best anchorages.

I was right. On a beam reach doing six knots up the west coast, past beaches and vistas that would make a power boater cry, I pulled out a paper chart and tapped it with my finger.

Former Sunsail skipper Karl Bryan was a coast guard auxiliary, and an Antiguan. He knew these waters like the back of his hand.

"In North Sound you can tuck into Bird Island – great anchorages, bunch of gorgeous islands in there, great snorkelling. Dickenson Bay has lots of great restaurants ashore."

As we beat north, we passed just outside five islands, small but spectacular. Karl pointed to a long, deep bay off our starboard beam. A cavalcade of mountains rose up out of the sea and marched in an unbroken line toward the Atlantic. Two sailboats raced for a small island at the end of the bay.

"Five Islands Bay is beautiful," he said. "Hardly anyone goes there. It's so peaceful ..."

"What about Barbuda?" I interjected. "We have to get to Barbuda."

Michael van Rensburg calls the beach off Barbuda "the best beach in the world."

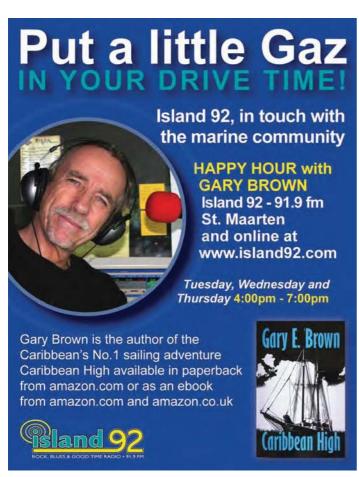
So we did Barbuda. He was right, even though our float plan is less ambitious this time. I'm happy to get to my own favourite: Green Island—neon-green water leading to a deserted beach but for a couple walking hand-in-handfoaming white surf fringing a vibrant reef.

Three or four other boats share the anchorage but I don't mind the company. Better taste in real estate than Nelson.

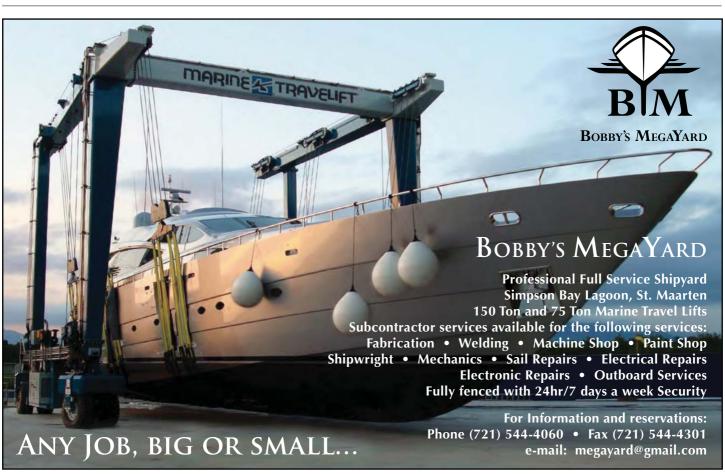
Forget the winds. Forget the pirates. This trip I've been chasing the perfect anchorage.

And it strikes me, as I sip a Cuba Libre fortified by English Harbour rum, that I've done a heck of a job.

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







ANTIGUA AND BARBUDA HAMPTON CHALLENGE

WINNERS BOUND FOR ANTIGUA SAILING WEEK 2013

BY GARY E. BROWN

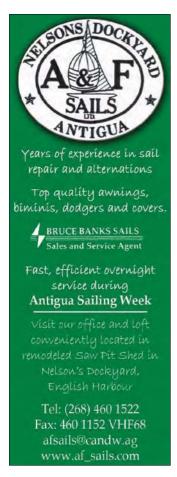


hat does winning a yacht race out of Sag Harbor in The Hamptons have to do with taking part in Antigua Sailing Week? Everything, if you are Jim Ryan and Mindy Vitale

An all-expenses paid trip to Antigua for Antigua Sailing Week 2013, including the charter of a boat, was the prize when Jim and Mindy sailed to victory in the first Antiqua and Barbuda Hampton Challenge on Long Island Sound.

All At Sea asked Jim how he felt about winning such an amazing prize. "I'm totally thrilled," he tells. "It was a handicap race, so, although I knew that we had done well, I didn't know we won until it was announced. I jumped so high, my cell phone flew out of my pocket."

The couple won the race on their Melges 24, Wasn't Me, which is nothing like the boat they will sail during race week. This, however, shouldn't be a problem. Both are experienced racers and Jim Ryan's CV is impressive. "I've raced all kinds of boats over the last 30 years. I've owned and raced Sunfish, Laser, JY15, J22, Pearson 26, J27, J80, and Melges 24s. In addition, I've crewed or steered or been tactician on larger boats including J109, J122, J145 and a





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Antiqua

Gunboat 62, so I think I'll be pretty comfortable on whatever boat they put me on."

The man who came up with the idea for the Antigua and Barbuda Hampton Challenge was Antigua's Minister of Tourism, John Maginley. In an interview with All At Sea, he said he was looking for a way to promote Antiqua and Barbuda in The Hamptons and "sailing came to mind right away."

Having pitched the idea for a yacht race, the minister was delighted with the response, both in Antiqua and The Hamptons.

"The key thing for this is the prize," said Mr Maginley. "We're bringing a crew, all expenses paid, to race in our Race Week. And it's something nobody else could offer."

Jim and Mindy are no strangers to Caribbean racing. "My biggest challenge the last time I raced on a chartered boat in the Caribbean was trying to avoid cracking my head on the darn Bimini," said Mindy. "You would think I would have learned after the first five times. So look for me out there ... I'll be the tall girl with the crash helmet on!"

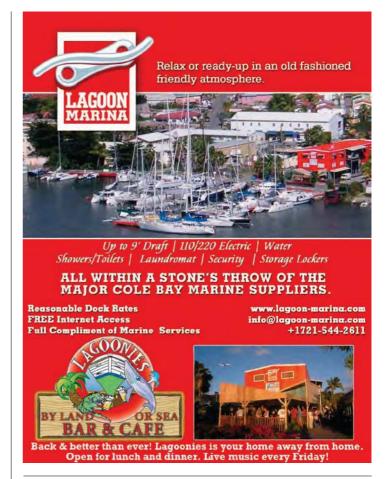
Conditions around The Hamptons and Long Island are very different to those around Antigua but according to Jim, this won't be a problem. "I love racing in the Caribbean—big seas, big wind, and beautiful surroundings. Sailing in the Long Island area is usually in protected waters, so, although we'll get waves, we don't get the big swells. In the Caribbean, we have big waves and swells and they're not necessarily coming from the same direction as the wind. It's much more interesting sailing."

For Mindy, winning the inaugural 'Challenge' has made it possible to fulfill a long-held ambition to visit Antigua. "Some 15-plus years ago I sat and watched a promotional video of Antigua Sailing Week and I was so in awe that to this day I vividly remember the amazing color of the Caribbean water and the beauty of all those boats!" she said. "I also remember some shots of ladies without tops although I don't recall what the circumstances for that were. Being on a boat is an excellent way to get a different view of a new place. My only hope is that our schedule will allow a little time to explore on land"

Teams from numerous Eastern Long Island Yacht Clubs competed in the new event, which is expected to grow.

"It was really rewarding, the response that we got from the people who participated," said John Maginley. "We look forward to having another one next year." 0

Gary E. Brown is the Editorial Director of All At Sea and a presenter on Island 92, 91.9 FM, St. Maarten. He is the author of the sailing thriller Caribbean High and the Lucky Lady Cookbook. Details at: garyebrown.net





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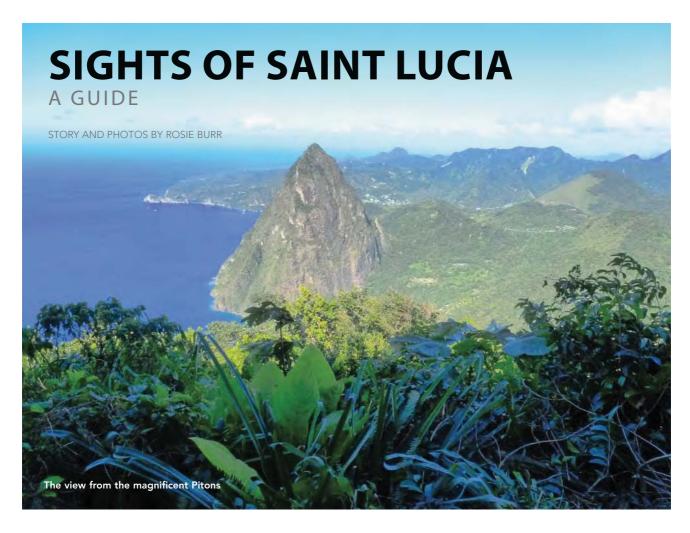
A Must for Every Galley The Ship to Shore Collection of Cookbooks By Captain Jan Robinson



Each recipe provides dining elegance with a minimum of effort. Traditional favorites, innovative ideas and exciting dishes from around the world have been created by yacht chefs with easy-tofind ingredients. You will find meal planning a snap. Entertain your family and friends with this unique collection of galley tested recipes.

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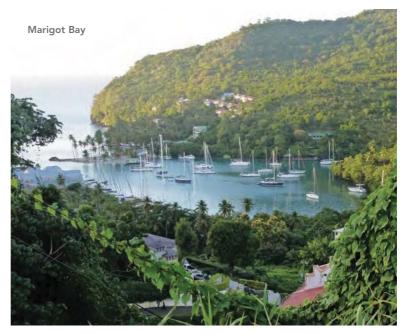
■ he first thing you notice about Saint Lucia is its magnificent, rugged green landscape. It's an emerald jewel jutting into the sky, surrounded by deep, sapphire-blue seas. Two of these emerald jewels at the southern end of the island are the Pitons: Gros Piton and Petit Piton - two volcanic plugs. These steep, twin verdant peaks are synonymous with St. Lucia's identity where even the local beer has taken their name. They form part of a UNESCO World Heritage site and are the first thing you see as you approach from the south. To take a mooring buoy between these two majestic peaks is an awe inspiring experience. To climb one is simply breathtaking; in all sense of the words. The entrance to the park is set among idyllic grounds in an old community of escaped slaves from a bygone era called Fond Gens Libre, whose name translates to 'Valley of the Free'. It is here, in these lush tropical surrounds, that you will find the entrance office where a fee is paid and a guide allocated.

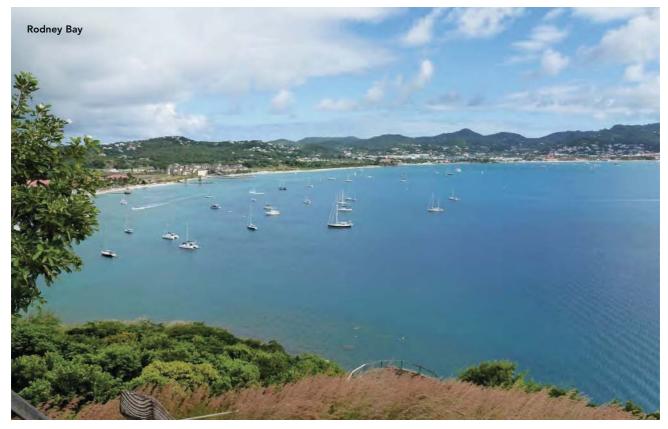
Once you have exerted yourself climbing, take your boat north around Petit Piton to Soufriere and pick up another mooring buoy. Within 15-20 minutes walking dis-



St. Lucia







tance of the town you will find the serene Diamond Falls and Mineral Baths. The lush, tropical, well maintained gardens are full of ginger lilies, heliconia and bird of paradise. Hummingbirds dart about in abundance. At the back of the gardens are the therapeutic mineral baths dating back to 1784 where you can take a dip, and the small attractive Diamond falls. Later, when you return to your boat, you can relax in the cool Caribbean Sea snorkeling in the crystal clear water.

Moving up the coast there are several places to pick up mooring buoys; all are worth a visit but beware of a northerly swell. Anse La Raye has become famous for its 'fish fry











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St. Lucia

street selling their seafood dishes.





Two thirds of the way up the island, you would be forgiven if you missed the entrance to Marigot Bay hidden away by land either side. It is a pretty spot with a small spit of sand with palm trees at its centre adding to its charm. The marina, with mega yacht berths, the marina village and the luxury boutique hotel give the place an elitist appearance, which is not far from the truth with the small area left for anchoring and the price of moorings. But it is a beautiful spot not to be missed and some restaurants will waive your mooring fee or

up' on a Friday night where locals set up stalls on the front

Castries is the capital of St. Lucia and a busy port with cruise ships visiting regularly. It is the commercial heart of the country. Visit here to check out the town that was twice almost destroyed by fire, and a diverse mix of shops and roadside vendors.

let you stay on their dock if you eat at their restaurant.

Finally we reach Rodney Bay at the northern end of St. Lucia; the hub of all sailing activity and home to Rodney Bay Marina and village. It is a popular spot especially in the winter months with the arrival of the Atlantic Rally for Cruisers (ARC) - the largest transatlantic event, and peak tourist season. The area is self-contained with many bars, restaurants and shops. The Bay is full of hotels lining the beaches with all sorts of water sports available. At the north end of the bay is Pigeon Island, an old military fort reached by a causeway. Today you can climb both small hills or walk around the grounds in the shade of the flamboyant trees. Every Friday in the small village of Gros Islet is 'Jump Up' night. The main street is closed and food stalls line the road. Bands or a DJ pump out music until the small hours. If you fancy getting away from the hustle and bustle then take a walk across the island to the east coast and the windward beach of Cas en Bas. Or, if you are feeling more adventurous, take a trip to Chassin and try your hand at swinging through the jungle. An aerial tram will take you over the top of magnificent rainforest canopy past gommier trees 180ft tall. After a short walk, you reach the first of the zip line platforms where a guide helps you zip through the jungle while suspended on a wire. It's an interesting and unique way to visit the rainforest with some magnificent views of Martinique afforded from the tram on the way down.

Saint Lucia has something for everyone from relaxing sandy beaches to a beautiful interior waiting to be explored. Make sure you don't miss out on all it has to offer.

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





BEQUIA YOUTH SAILING BLASTS ONTO THE SCENE

BY ELLEN BIRRELL



ranslated from ancient language, Beguia means 'Island of Clouds' and now those clouds are beginning to rumble, and it's not an approaching hurricane. Youth sailing, like lightning bolts, has struck this gentle island located at the northern tip of The Grenadines.

A year into launching Beguia Youth Sailing (BYS), with support from Bequia Rotary and Bequia Sailing Association, Andy Mitchell and co-coach Christian Schrijver have ambitious plans. With a fleet of Optimists and two locally produced 18ft wooden racing boats called double-enders, more children are being introduced to sailing and, within recent months, to ISAF-ruled racing.

In August a select team, travelling to Carriacou for their

first off-island regatta, took five of the top six spots in a fleet of thirteen Optimists.

The team was up against competitors from islands such as Petite Martinique and Grenada.

A first for Carriacou Regatta was a five person Race Committee for Junior Races (Optimists, Mosquitos and Lasers) headed by Soling Olympian Ronnie Ramos. They put on three windward/leeward races.

There are numerous strong young sailors in Beguia. Of those that travelled to Carriacou, Shain Farrell (14) and Oreakay Joseph (11) stood out.

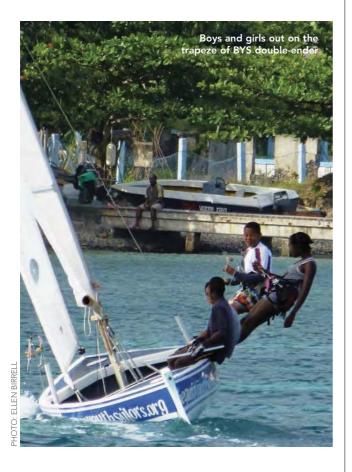
Still learning the ropes of conventional starts, Oreakay and Shain were both over the line early in the second race. There was frustration for Oreakay when, after sailing back

and dipping his bow into the starting line, the race committee hailed, "You're not clear. You have not restarted. Your entire boat must come behind the line."

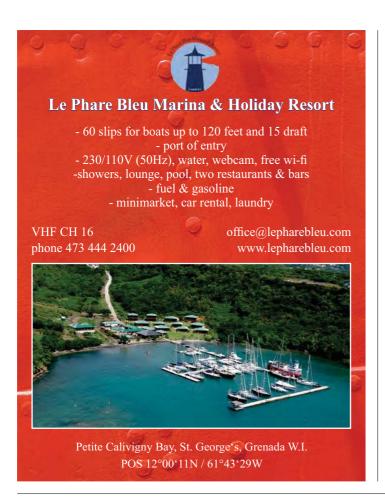
Following his successful restart, Oreakay was the first of the thirteen Optimists to reach the windward mark. But more trouble was in store. Just before rounding the mark, a spectator powerboat clipped his rudder. Temporarily disabled, he fought his way back to fourth place, making it the only race he did not win. Completing the regatta with six points each, Oreakay's two first place finishes edged Shain Farrell out of the top spot.

From a heritage of beach starts and cries of "Helm Dung," the youngsters are now hungrily devouring ISAF's Racing Rules of Sailing. Port/starboard and other rules are not recognized in local boat racing throughout much of the Windward Islands. When two boats approach each other on a collision course, one skipper may hail: "Helm Dung!" (Down in Creole is pronounced 'dung'.) On hearing the call, the rule goes that the other boat must immediately tack away. Upon the opponent's tack, the hailing vessel also immediately tacks.

Historically, boys have crewed aboard their father's workboats until coming of age to take the helm themselves. But now Beguia—like Carriacou and Grenada—is in transition and preparing their children to race outside

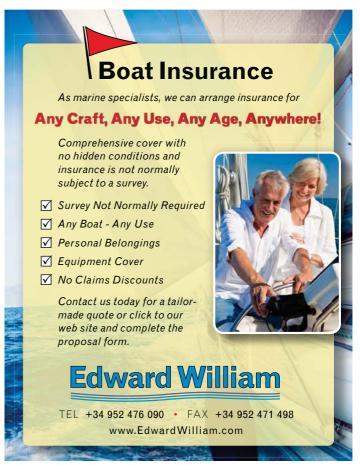












of The Grenadines in Olympic one design boats utilizing ISAF rules.

With support from Schrijver and others, BYS is taking off. Bequia's own Annual Easter Regatta offers informal Optimist races. And BYS is hungry to obtain high level coaching and refine their skills in regional regattas.

To be at anchor in Admiralty Bay these days is to witness girls and boys sailing a half dozen Optimists or match racing in the 18ft double-enders More Worries and Worried Again.

Mitchell is having success in utilizing both the traditional open wooden double-enders, while drawing from his own yacht racing background in the U.S. to coach the children in modern one design boats.

"I may not have been at the helm, but the yachts I raced came first or second across every finish line in the top U.S. east coast regattas," says Mitchell. "I know what it means to strive for perfection."

Standing on the beach with Shain and Oreakay, they explained, "Andy is very clear with all of us. No one can enter a boat without wearing a proper lifejacket. He has set rules that we must follow or we don't sail."

According to Mitchell, BYS serves around 200 children during the year.

In October, instructors from Trinidad conducted a boat

safety certification course for BYS. And there are plans to send the young Bequia sailors to compete in St. Lucia's Mango Bowl; and to Puerto Rico for Club Nautico de San Juan's 2013 International Regatta.

With good sportsmanship, determination and organizational support, BYS is blasting onto the scene. There is fire on the Island of Clouds, be listening for the thunder and watching for the next lightening strike!

To be at anchor in Admiralty Bay these days is to witness girls and boys sailing a half dozen Optimists or match racing in the 18ft doubleenders More Worries and Worried Again.

You can support BYS by donating boat parts and/or money. In return, get free Internet at Handy Andy's on the waterfront road in Port Elizabeth. Visit: www.bequiayouth sailing.org

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



CARIBBEAN MARINAS

ALL AT SEA'S CARIBBEAN MARINA GUIDE

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Antiqua	Jolly Harbour Marina	268-462-6042	10'	250'	140	14,	110/220	ැ Cable	• Die		<i>'</i> 55	<i>7</i> €7	• 4 ² 0	• Bay	• Se	<u>45</u> °	FREE
Aruba	Renaissance Marina Aruba	297-588-0260	13'	200'	50	•	110/220	Cable	•	•	•	•	•	•	•	16/69	• INCL
Curação	Barbara Beach Marina	5999-840-0080	15'	130'	6	•	380V 250A		•	•	•	•	•	•	•	67	FREE
Curação	Curação Marine	5999 465 8936	13'	120′	30	•	110/220/380		•		•	•	•		•	67	FREE
Curação	Seru Boca	599-767-9042	14'	150'	140	•	127/220	•			•	•		•	•	67	TIVEE
D.R.	Casa de Campo Marina	809.523.8646/	16'	250'	350	•	110/220 v to 60 hrz	•	•	•	•	•	•	•	•	68	•
D.R.	Marina Zar Par	8647 809-523-5858	12'	120'	110	•	110/220	•	•	•	•	•	•	•	•	5	FREE
D.R.	Ocean World Marina	809-970-3373	12'	250'	104	•	308 110/220	•	•	•	•	•	•	•	•	16/68	• INCL
Grand Cayman	Barcadere Marina	345-949-3743	8′	150′	83	•	30, 50, 100 & 200 amp single phase; 100 & 200 amp 3 phase; 60hz		•	•	•		•		•	16	FREE
Grenada	Clarkes Court Bay Marina	473-439-2593	13′	60′	52	•	110/220				•	•	•	•	•	16/74	USB access
Grenada	Grenada Marine	473-443-1667	15′	70′	4	•	110/220		•		•	•		•	•	16	FREE
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Guadeloupe	Marina Bas-du-Fort	590 590 936 620	15.5′	210′	1,100	•	110/220/380		•	•	•	•	•	•	•	9	FREE
Jamaica	Errol Flynn Marina & Shipyard	876-715-6044	32′	600′	33	•	110/220/480 1&3PH 50/60HZ	Cable	•	•	•	•	•	•	•	16/9	FREE
Jost Van Dyke	North Latitude Marina	248-495-9930	12′	50′	N/A	•	N/A		•	•						16	
Puerto Rico	Club Nautico de San Juan	787-722-0177	31′	250′	121	•	120/240		•	•	•	•			•	16/10 68	•
Puerto Rico	Marina Pescaderia	787-717-3638	8′	65′	97	•	110/220		•	•	•	•	•	•	•	16/68	•
Puerto Rico	Palmas del Mar Yacht Club	787 656 7300	14′	175′	158	•	120/208/240/408V; 2 & 3-phase 50, 100 and 200 amps		•	•	•	•	•	•	•	11/16	•
Puerto Rico	Puerto del Rey Marina	787-860-1000	15′	260′	1,000	•	120/208	Cable	•	•	•	•	•	•	•	16/71	•
Puerto Rico	Sunbay Marina	787-863-0313	12′	75′	287	•	110/220	Cable	•	•	•	•	•		•	16/12	•
St. Croix	Green Cay Marina at Tamarind Reef Resort	340-718-1453	8′	100′	154	•	110/220V - 30A, 50A, 200A	•	•	•	•	•		•	•	16	FREE
St. Croix	St. Croix Marine	340-773-0289	11′	150′	44	•	110/220	•	•	•	•	•	•	•	•	16/18	
St. Lucia	Rodney Bay Marina an IGY destination	758-452-0324	15′	285′	253	•	480V 3 phase 100 amps/ leg; 220V 3 phase 100 amps/leg; 220V 50 amps; 110V 30 amps, 50 & 60hz	•	•	•	•	•	•	•	•	16	FREE
St. Lucia	The Marina at Marigot Bay	758-451-4275	16′	250′	40	•	110/220/380 50/60 Hz	Cable	•	•	•	•	•	•	•	16/12	•

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

OUTSIDE OF CARIBBEAN:

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

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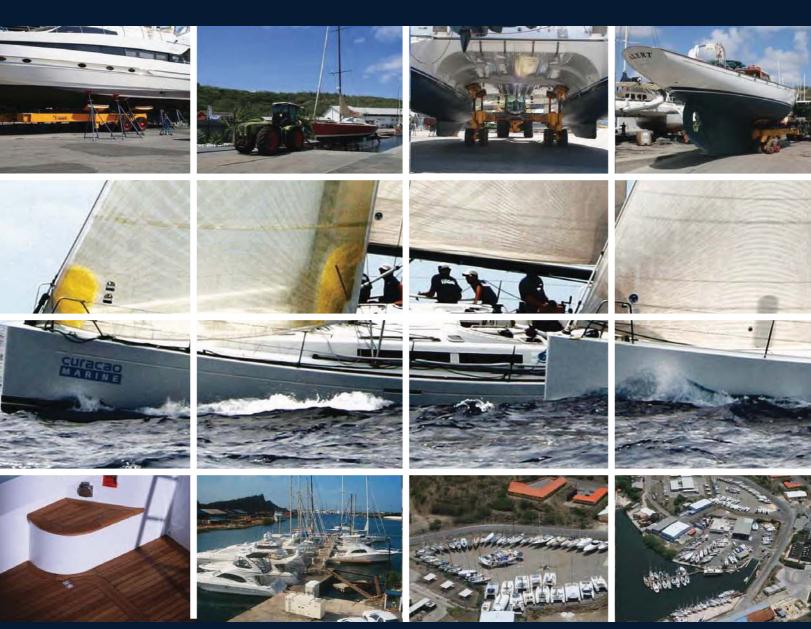
CARIBBEAN BOATYARDS

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

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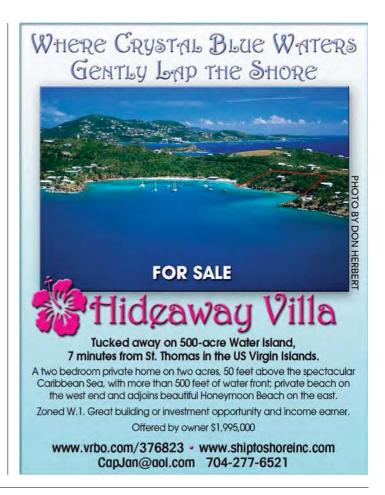
St. Croix, U.S. Virgin Islands. Enjoy two fabulous shore views from this 1.6-acre ridge top estate located on the east end of the island and overlooking Buck Island. This gated luxury 4 BR, 4.5 BA villa is designed with a gigantic master suite, caretaker's apartment, garage, pool and hot tub with marble and granite throughout. Bank owned. Price: US \$1,280,000

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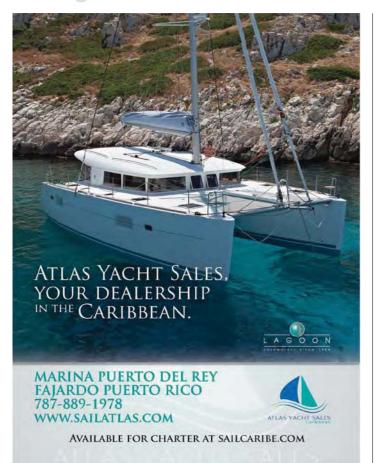
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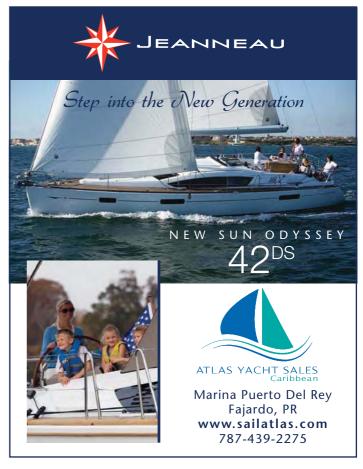
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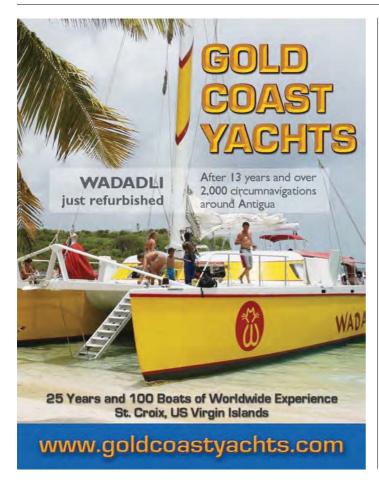
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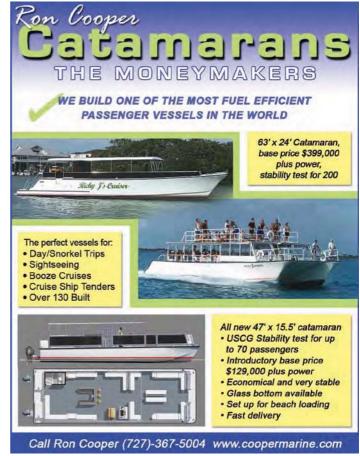
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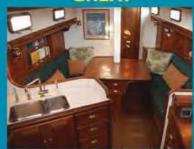
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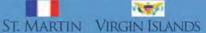




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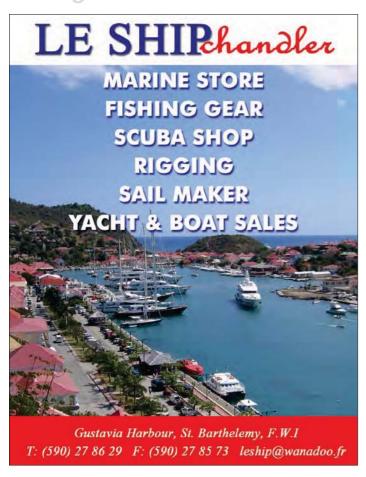


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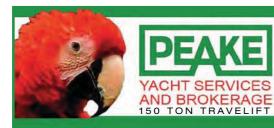
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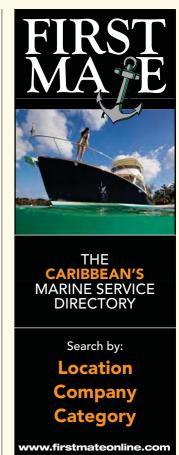
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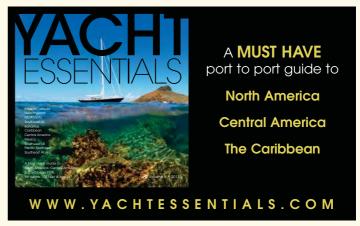




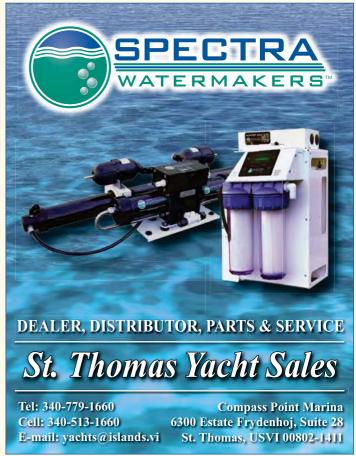






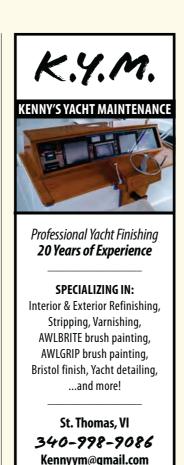




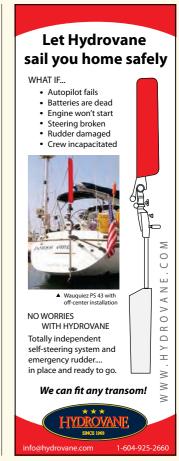
















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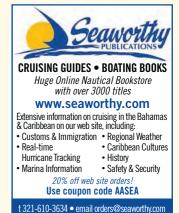
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1 large sweet potato, baked, peeled and mashed (about 2 cups) 2 cans navy beans, drained and rinsed

2 tsp honey 1 tsp black pepper 1/2 tsp cinnamon 1 tsp cumin

Pinch cayenne Salt to taste 1/2 tsp crushed red pepper

flakes 1/3 cup chopped parsley 1/4 cup wheat flour Panko bread crumbs Grapeseed oil

Burgers: Whole wheat buns, avocado, red tipped lettuce (or lettuce of your choice), sliced tomatoes, chopped green onions or sliced red onion, parsley, and anything else that you would like.

Place mashed sweet potato in a large mixing bowl, add beans. Mash beans and potatoes together. Mix in honey, black pepper, cinnamon, cumin, cayenne, salt, crushed red pepper flakes, parlsey, and flour. Form into 6 or 8 large patties or smaller ones if you prefer (add more flour or a scoop of Panko to thicken the mixture if needed). Coat each pattie with a thick layer of panko crumbs.

Heat oil in a large, heavy bottom, skillet over medium high heat. Place each pattie in the skillet and cook until browned on both sides. Transfer cooked patties onto paper towels to cool for a couple of minutes. Serve on toasted bun with toppings.

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1 tbsp crushed garlic 2 tsp dried basil 1 tsp ground sage

1 tsp sea salt 1/2 tsp freshly ground black pepper 1/4 cup butter 2 cups water Sprigs of Rosemary

Bring thawed turkey to room temperature. Preheat oven to 475°F. Clean turkey, inside and out. Be sure to remove the neck and giblets from the inside of turkey. Don't laugh, people forget! (discard giblets and organs). Place turkey in a roasting pan with a lid. In a small bowl, combine olive oil, garlic, basil, sage, salt, and pepper. Gently separate the skin from the breast but don't remove it. Your goal is to rub the mixture on the turkey breast between the breast skin and the meat. Turn the turkey slightly and pour the mixture in and then rub it around. Melt a little butter to brush on the outside of the skin. Sprinkle with salt and pepper. Pour water into the bottom of the roasting pan, and cover. Bake at 475°F for 20 minutes.



Turn oven to 250°F and continue cooking about 3 hours. Remove cover, check internal temperature of the thickest part of the thigh. Add sprigs of Rosemary to roasting pan and continue cooking (uncovered) until temperature measures between 170°F and 180°F. Remove bird from oven and allow to stand for at least 20 minutes, before carving. Place carved turkey on a warmed platter.

Note: The safest way to thaw a frozen whole turkey is in the refrigerator: 8 to 12 lb turkey will take about 2 or 3 days.

Note: It is not a good idea to cook your stuffing inside the turkey. To play it safe, it is best to cook your stuffing separately in a casserole dish.

CRANBERRY SAUCE WITH GINGER

Prep time: 10 min. Cook time: 20 min. Serves: about 12 persons

2 tbsp fresh lime juice 2 tsp lemon peel 1/2 cup plain water 1/2 cup maple syrup or honey 2 cups granulated sugar

12 oz of cranberries 2 tsp ginger root, finely grated Garnish: Lime wedges

In a heavy bottom, medium size saucepan, put lime juice, lemon peel, water, sugar and maple syrup. Bring the mixture to the boil. Lower the heat and let simmer for about 5 minutes. Add the cranberries; simmer again for 5 minutes, stirring. Add the ginger and simmer a further for 5 minutes until the mixture starts to thicken. Transfer to the serving bowl and garnish with the lime wedges. Best served, room temperature. 0

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



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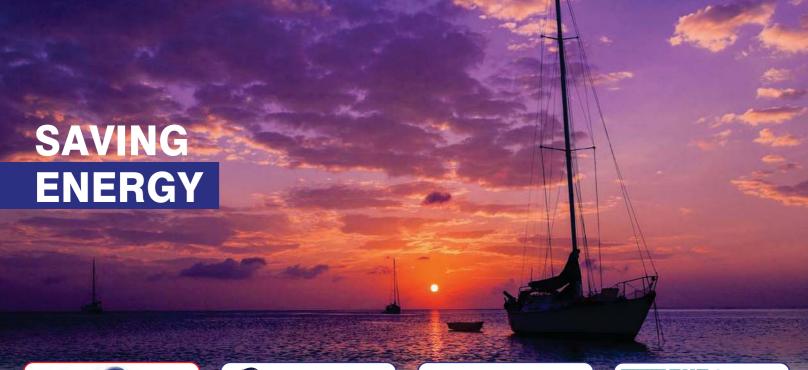
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