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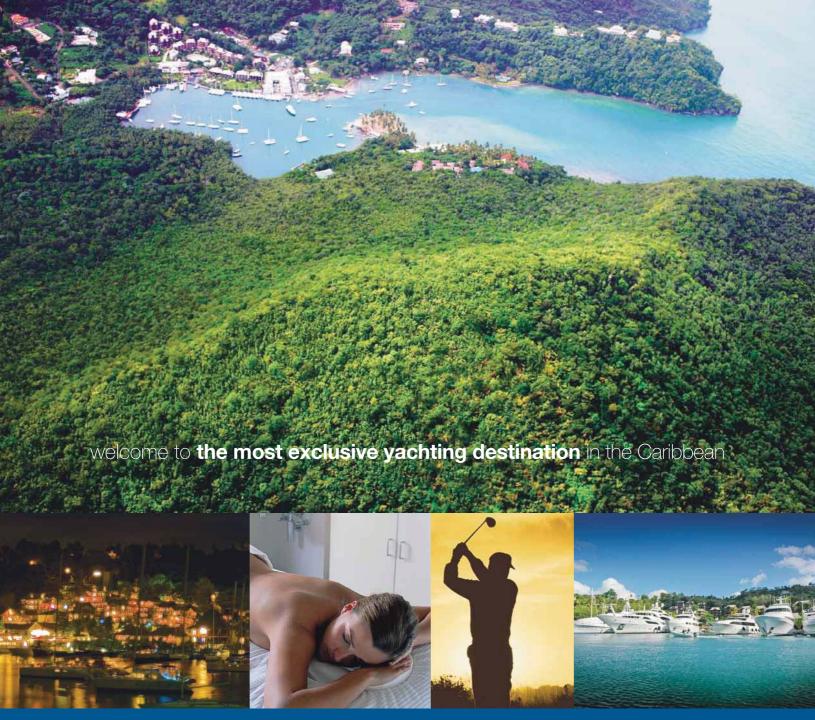
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ne of the things I like most about cruising, aside from being alone in mid ocean, is visiting places that are off the beaten track. Places that for various reasons we are not recommended to visit. Now, before you go accusing me of sending you into 'unsafe' harbors and anchorages, I'll explain.

I came to understand long ago that cruising means different things to different people and that yachtsmen and yachtswomen are an unusual lot. Cruisers experience one of the last great freedoms allowed to mortals, the freedom to sail beyond the horizon on their own little ship.

The right to come and go as you please brings with it huge responsibilities. The choice of where to go and what you do once you get there is down to you. Logically, you would learn as much as possible about a place you might want to visit and base your decision to go there on what you have learned. But does that always work? The answer is no.

In this edition, Birgit Hackl talks about her voyage to the Caribbean and a stopover in the Cape Verde Islands. The Cape Verdes have long had a reputation for lawlessness and yachts avoided the place. Birgit found the archipelago to be a magical place, safe, with warm and friendly people. Her article makes you think.

Elsewhere in this edition, Capt'n Fatty Goodlander has a rant about dirtdwellers and why he is desperate to get to sea. He also touches on the subject of 'off the beaten track' cruising, how people deal with it, and how they can be talked into doing something they later might regret.

Fatty's article touches on the perennial question of whether cruisers should or should not carry weapons. I have had my own experience with them and it was rather interesting.

When we were in Gibraltar preparing to sail to the Caribbean, I was given an antique 4.10 shotgun (one up from a flintlock) and a bag of cartridges by an old man who said "you'll need it to shoot pirates."

I had been at sea about a week when I remembered the old gun and dug it out from under my bunk. Standing on the aft deck and feeling like Dirty Harry, Rooster Coburn and Rambo all rolled into one, I rammed a shell into the breach, tossed a bottle over the side, pulled back the hammer, aimed, fired, and ... click! Nothing happened. I tried again and all I got was another 'click'. No big bang, no recoil into the shoulder, and the bottle, which could well have been a pirate, had made off unscathed towards the horizon.

Frustrated, I lowered the gun. BANG! The shot blew a hole in the deck between my feet. As I was naked at the time, I had powder burns where no man should have them. In fact I was lucky to have them at all!

Why, I don't know, but I kept that gun on board for years. The last straw came when we visited an island (I prefer it remain nameless) and declared the gun while clearing customs at the police station. You would think I was armed with a nuclear bomb. I was frog marched back to the boat, a distance of about half-a-mile, by three guards armed with submachine guns. The old gun was brought in triumph from the boat and I was frog marched back to the police station, only now accompanied by an army of howling kids. My protestations that the gun didn't work and that you were safer standing in front of the damn thing than you were pulling the trigger got me nowhere.

It was the same procedure when I went to clear out; only this time in reverse. Worse, on reaching the dock I was bundled onto the boat and the police immediately threw off the lines and waved me away, at gunpoint.

And still I kept the gun! That is until we went to Florida where I met a chap, an engineer, who loved and understood guns. I showed him the 4.10 and he swooned. He said it was an English fowling piece of around 100 years old. A collectors' item that he would love to have for his collection but as it was quite valuable, I should keep it.

Before leaving Florida I gave him the gun. I hope he wasn't naked when he pulled the trigger.





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THE CARIBBEAN'S WATERFRONT MAGAZINE



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COVER SHOT: Superyacht Challenge Antigua | Photo: Ted Martin





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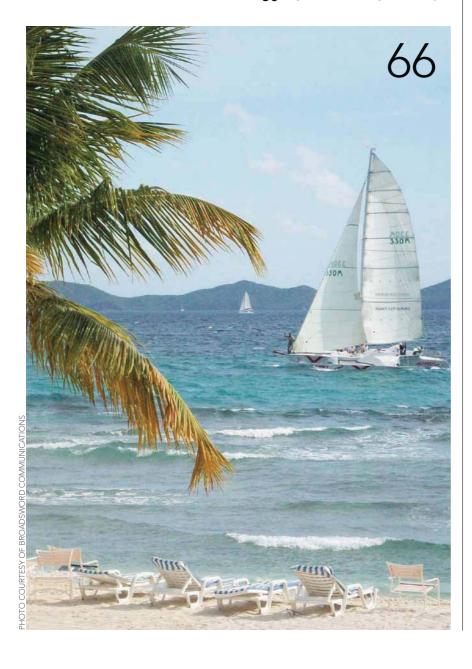
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ALL AT SEA

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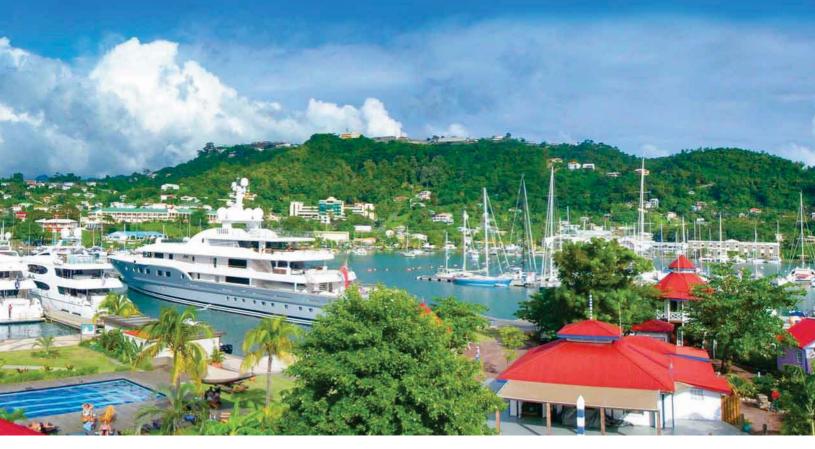
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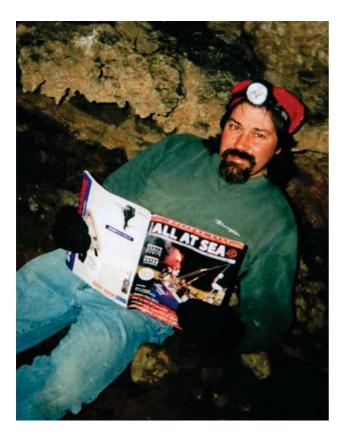






WHERE IN THE WORLD?

CONGRATULATIONS, ROSS AND THANKS FOR READING ALL AT SEA!



Dear All At Sea.

I live in Anderson, Indiana, and I love to sail. I have a 22ft South Coast sailboat. I also love to cave, when I am not sailing. This picture is of me in Sheep Cave, Missouri. This is where we do a lot of our caving. My parents also have a condo in Red Hook, St.Thomas, USVI. That is where I pick up copies of your magazine. When I am doing some hard caving, I read *All At Sea* when I take a break.

Thank you, Ross Lemley

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 Doi

Dominican Republic

ISLAND EVENTS & INTERESTS

ALL AT SEA'S CARIBBEAN COVERAGE



PAGE 64
Junior Sailor Profile:
The BVI's Sam Morrell

Aruba

Curaçao





New Transatlantic Rally Launched

A new Transatlantic rally between the Canaries and the Caribbean has been launched by Sailing Rallies Ltd. The Christmas Caribbean Rally will leave Marina Rubicón, Lanzarote, on December 16th 2013. Participants will sail 2850 miles to the popular Jolly Harbour marina, Antigua, spending Christmas and New Year at sea.

Open to boats between 6.4m and 23m, the 'all- inclusive' boat entrance fee, includes a huge discount package (for example on berthing and chandlery), a free preparation weekend, and even a free embroidered polo shirt for each crew member. Special events for children are also included in the entrance fee.

A cleverly thought through rally 'membership card' which is valid until the end of May 2014, allows those cruising the Caribbean after the rally to access yard discounts in Antigua and Grenada and includes seven free nights berthing in Port Louis Marina in Grenada.

For information, visit: www.sailingrallies.com

Beguia Youth Sailors

Sir Frederick Ballantyne, Governor General of St Vincent & the Grenadines, supports the Bequia Youth Sailors and their Olympic Dreams.

Started by Andy Mitchell and Christian Schrijver with many local supporters, the Bequia Youth Sailing charity has been running for almost two years and is now looking ahead and setting its sights on the next Olympic Games.

November saw an impromptu regatta on Young Island where Sir Frederick Ballantyne, Governor General of St.

Vincent & the Grenadines, and Simon Carey, Regional Manager for TUI Marine for the Windward Islands (Sunsail & Moorings) offered their support to assist in fund raising. The charity wants to send six of its team to compete in a regatta in Puerto Rico in February 2013 and needs to raise 40,000\$EC to help fund the trip. The regatta is seen as one of many steps towards developing an international team ready for the Olympic Games in four years' time.

Andy Mitchell of Beguia Youth Sailors said: "It was a great day for the youngsters. To meet the Governor General and have his full support for the work we're doing is fantastic.

Carey noted it was important to give the young people of the islands such a great opportunity. "There are some great sailors amongst the current teams, but there is also a lot of untapped talent which needs nurturing and encouraging," he said. www.bequiayouthsailors.net

Peg Legs Round Tortola Race

In the 43rd annual Peg Legs Round Tortola Race sailed mid November, the Melges 32 INTAC vanquished trimaran Triple Jack to take overall honours and set a new monohull record in the Nanny Cay Challenge. Completing the circumnavigation in 3 hours, 57 minutes and 36 seconds, INTAC took 17 minutes and 29 seconds off the time set by Jurakan, another Melges 32, in the 2009 race. Triple Jack was first across the line (matching her 2009 time of 3 hours and 33 minutes) 24 minutes ahead of INTAC, but the time difference was not enough to win on corrected time. Pipe Dream was second overall and Reba was third. Girasoli won the cruising class.

ARC start delayed

The RORC Racing Division of the 27th ARC departed Las Palmas on time but a low pressure system kept the cruising boats in port. This marked the first time since 1989 the Cruising Division start of the Atlantic Rally for Cruisers suffered a delay.

Organizers made the decision to split the start after a low pressure weather system was predicted to bring strong winds south of Gran Canaria.

Thirty four boats – 27 Racing Division boats and seven of the larger Cruising Division boats - elected to take the first start on November 25th. The remaining 193 boats opted for the second start and the promise of improving weather two days later.

Another cruising guide from Frank Virgintino

Frank Virgintino has produced yet another free cruising guide, this one a Cruising Guide to the ABC Islands.

The author states that the "unique location of the ABC islands relative to the entire Caribbean Sea makes them centrally situated and convenient to many other points in any direction."

The cruising guide is available free at www.freecruising guides.com and at ePub stores.

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.

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info@pcycgrenada.com

JANUARY 31 – FEBRUARY 5 Grenada Sailing Week Sailing Regatta

www.grenadasailingweek.com info@grenadasailingweek.com



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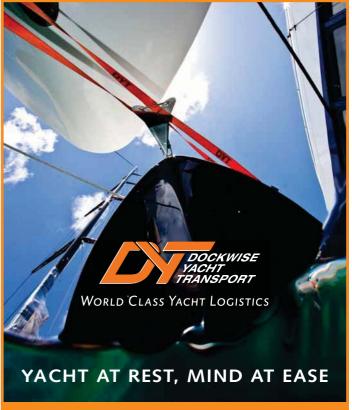
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TO THE CARIBBE	AN		TO THE CARIBBE	AN	
Genoa	Martinique	11/2013	Newport	St. Thomas	11/2013
Palma de Mallorca	a -> Martinique	11/2013	Port Everglades	Martinique	06/2013
Palma de Mallorca	St. Thomas	04/2013	Port Everglades	St. Thomas	10/2013
TO THE EAST CO	AST USA		TO THE MEDITER	RANEAN	
Genoa	Port Everglades	03/2013	Newport	Palma de Mallorca	05/2013
Genoa	Port Everglades	04/2013	Newport	Palma de Mallorca	11/2013
Genoa	Port Everglades	06/2013	Port Everglades	→ Genoa	04/2013
Genoa	Port Everglades	08/2013	Port Everglades	→ Genoa	05/2013
Genoa	Port Everglades	10/2013	Port Everglades	→ Genoa	09/2013
Genoa	Port Everglades	12/2013	Port Everglades	→ Genoa	10/2013
Marmaris	Port Everglades	08/2013	Port Everglades	→ Genoa	12/2013
Palma de Mallorca	a -> Newport	04/2013	Port Everglades	Palma de Mallorca	03/2013
Palma de Mallorca	Port Everglades	04/2013	Port Everglades	Palma de Mallorca	05/2013
Palma de Mallorca	Port Everglades	05/2013	Port Everglades	Palma de Mallorca	06/2013
Palma de Mallorca	Port Everglades	09/2013	Port Everglades	Palma de Mallorca	09/2013
Palma de Mallorca	Port Everglades	10/2013	Port Everglades	Palma de Mallorca	10/2013
Palma de Mallorca	Port Everglades	11/2013	Port Everglades	→ Toulon	06/2013
VOYAGES FRO	M THE CARIBBEAN		TO THE PACIFIC	WEST COAST	
TO THE MEDITER	RANEAN		Port Everglades	→ Golfito	12/2013*
Martinique	→ Genoa	03/2013			

11/2013

06/2013

04/2013

11/2013

Martinique

Martinique

St. Thomas

TO THE EAST C	OAST OSA	
St. Thomas	Newport	04/2013
St. Thomas	Port Everglades	04/2013
Martinique	Port Everglades	12/2013

Toulon

→ Palma de Mallorca

Palma de Mallorca

VOYAGES FROM THE MEDITERRANEAN

*Sailing originates in Palma de Mallorca in Novemb 2013, with port calls in Martinique, Port Everglades and Golfito in December. The voyage arrives Auckland, New Zealand, in perfect time for the 2014

→ Auckland

→ Brisbane

12/2013*

12/2013

TO THE SOUTH PACIFIC

Port Everglades

Port Everglades

VOYAGES FROM THE EAST COAST USA

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YACHT CLUB & FISHING CLUB NEWS

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Dinghies and cash were just some of the prizes in Sint Maarten **Sportfishing Foundation Wahoo Tournament**

Sint Maarten Sportfishing Foundation

Follow Me 5 from French St. Martin was named Champion Boat at the 5th Annual Budget Marine Wahoo Tournament with a massive catch of 336.6lb of fish. Follow Me 5 also sailed off with the Top Angler trophy.

Second place went to Yellow Whip from St. Martin with a total 243.5lb.

The November competition attracted an outstanding 23 boats from around the region, fishing for a multitude of prizes.

Sian Hudson aboard Natalie Kate was named Best Female Angler, and Joey Erato, aboard Five O, won the Best Junior Angler award.

Largest kingfish (30.4lb) went to the boat Briana Jami from Saba. The largest Mahi Mahi (45.1lb) was caught by Challenge from St. Maarten.

Trimmed Out from St. Barth's caught the largest wahoo, a 74.3-pounder, setting a new record for the event.

Champion boat under 25ft was Scamp with a total of 74lb. Living the Dream from St. Croix won the prize for 'Best Dressed Crew'. "This tournament really made its mark," said a Living the Dream crew member. "I will encourage more boats to come from St. Croix to fish this tournament next year."

Following the tournament, the SMSFF donated an undisclosed amount of cash to the St. Maarten Sea Rescue Foundation as a token of their appreciation. Fish caught during the tournament was donated to the St. Maarten Medical Center and the St. Maarten Home.

Virgin Islands Game Fishing Club

Clive Mahabir only caught one fish in this year's Wahoo Wind-Up. Mahabir's wahoo, however, weighed in at a whopping 91.3lb large enough to win him the top prize of \$10,000 cash in this Virgin Islands Game Fishing Club (VIGFC)hosted and Budget Marine-sponsored tournament held in November.

"That was our first fish, our first strike of the day, and I just concentrated on getting the fish into the boat," explains Mahabir, who was fishing aboard the Luhrs 40 Express, Mixed Bag, north of St. Thomas when he hooked the huge fish. "It was only after we got it onboard that we realized how big it was."

Meanwhile, the catch of eight wahoo earned Team Biscoe the title of Top Boat.

"We had a great time," explains Dr. Byron Biscoe, whose 12-year-old son Billy caught three of the wahoo, while her nine-year-old son Brett reeled in one during his firstever offshore fishing tournament. The team fished aboard DoubleHeader's, a 35ft custom center console. "When we weren't catching fish, we were telling fish stories and really enjoying our day together," Biscoe says.

Cash prizes were awarded to the anglers who caught the ten largest wahoo.

In addition to Mahabir's five figure prize, the team aboard DoubleHeader III caught seven of the ten largest wahoo: Chris Berry, second, with a 46.31-pounder and Tyler Maltby, third, with a 39.05lb wahoo.

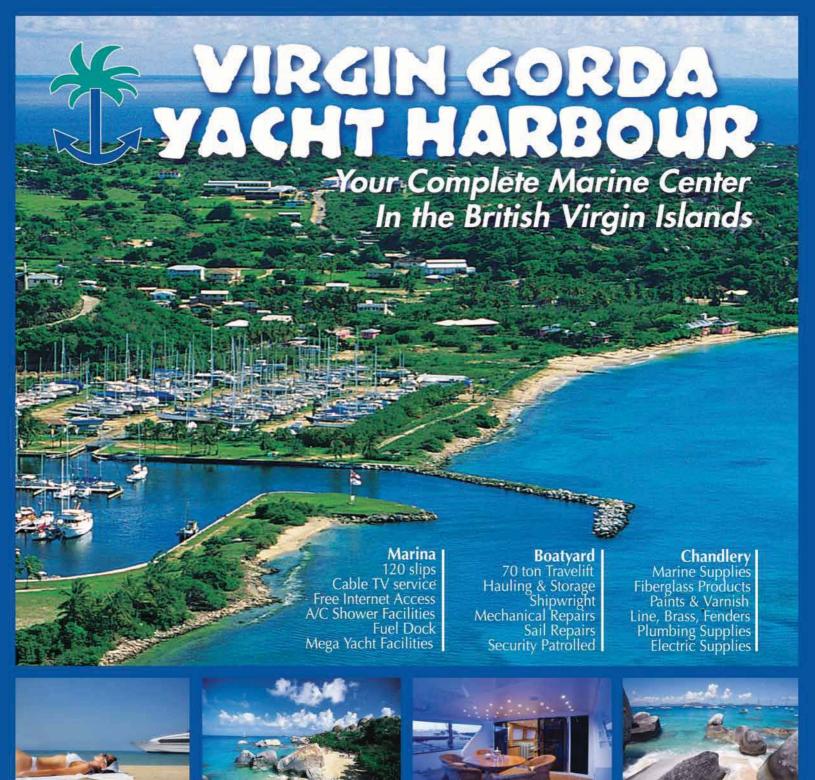
Prizes were presented at an Awards Dinner at the VIGFC.

A fleet of 12 boats from all three U.S. Virgin Islands with 62 anglers fished the tournament. Personnel from the Department of Planning & Natural Resources Fish & Wildlife Department, headed by director Roy Pemberton, Jr., conducted the official weigh-in.

"We had a great tournament and we invite everyone to come out and fish with us in future tournaments," says tournament director, Paul Meyer.

For more information about the VIGFC, visit: www.vigfc.com

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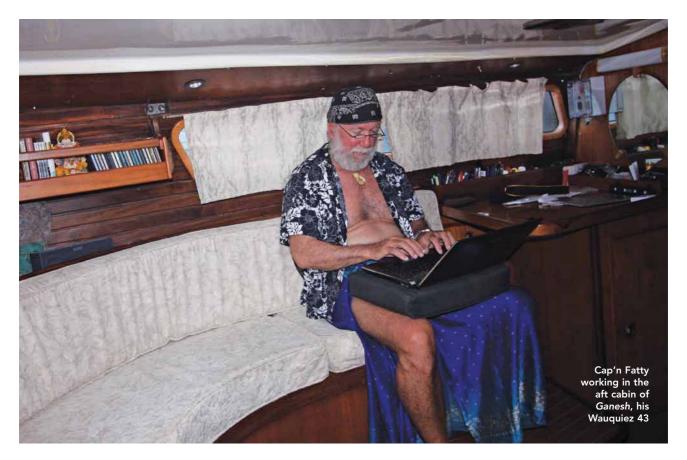




THE MADNESS OF **MODERN CIVILIZATION**

VERSUS THE JOYS OF OFFSHORE

BY CAP'N FATTY GOODLANDER



A note from Fatty: I wrote this one year ago, just after returning from my second circumnavigation. I did not publish it. I found it too shrill, too truthful. Yes, circumnavigating is a dangerous addiction. Returning addles you. It is easier to start than stop. But I've decided to release this column because it perfectly illustrates the confused state of mind of a contented sailor rejoining the dreaded rat race. Read on:

t is impossible to convey how crazy today's America is to its land-lubbing, dirt-dwelling, rock-riding shore inhabitants—only offshore sailors seem to be able to accurately gauge its madness.

We recently wrapped up our second circumnavigation—and are frantically preparing for our third—before the hooks of consumerism bury too deep. This means that, despite our better judgment, we've had to mingle with the Common Folk Ashore—people whose genetic pre-dispo-

sition towards sea sickness have condemned them to a life of misery among the worms, bugs, and snakes. (The worst pests, of course, are the politicians.)

We had a wonderful 26-day passage westward from the Canaries—and then, suddenly, we were in the very Belly of the Beast.

From every angle, we were bombarded with commercials. Our heads were filled with dancing dollar signs. We'd been perfectly happy without a lot of plastic crap cluttering our lives-and were now learning that, in reality, we simply couldn't live without all that chintzy Chinese stuff from Kmart, Walmart, and Home Depot.

If that wasn't bad enough—fear was shouted from every roof top. We were going to lose our precious cyber identity by innocently mistyping a password, Google was going to report what type of perversions we preferred and, hence, the Christian Right (or Liberal Left) was going to burn us at the stake.







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Sailing Humor

... which might not be so bad because of all the new, trendy diseases. True, we'd never heard of them before—but we need to be immediately protected from them nonetheless. One day some doctors (who were completely independent yet funded by a drug company) would announce a horrible new disease which millions were dying from or going to die from soon ... and the following day—lucky break!—that same drug company would announce the cure!

... well, not a cure, really—but if you took it for the rest of your life, well, you'd have one ... a life, I mean.

Nobody seems smart enough to say, "Actually, I feel fine. And I'd prefer not to be a life-long drug addict. So, thanksbut-no-thanks."

Alas, even the marine community isn't immune from this fear-mongering. Many Western offshore sailors are petrified by the Somali pirates—who are half-the-world away. Hence, they huddle together in convoys and shake in fear as a local person of color rows by.

... how crazy is that? To sail a third of the way around the world to visit Vanuatu—and then scowl when a Vanuatuan

I was born in Chicago. I laugh when I meet up with boats from major American cities while circumnavigating—who have a 'no locals aboard' policy. We on Wild Card almost have exactly the opposite concept—no Westerners aboard!

Yes, people from New Jersey scare me.

The whole reason we sail to Borneo, Madagascar, and Africa is to meet the people—not avoid them. No, we don't travel in packs of self-reinforcing paranoia. No, we don't spend all our time comparing weapons, cleaning our guns, or checking our cockpit grenades. (We cruised with one boat with a milkcrate full of NATO grenades in the cockpit. "You never know," said its skipper—as if that explained everything.)

It is so easy to fall into this 'Them-and-Us' fear trap. We know two lovely people, Chris and Des, who are almost peace-niks in normal life—who were ordered by their 'buddy boat' leader to make a batch of Molotov Cocktails for their Indian Ocean passage, and actually did! (They now are full of guilt and remorse but at the time, they felt they had to be ready to kill ... to survive recreational boating!)

Insurance is another issue. You have to have it, of course. No, you shouldn't spend money on your anchors and ground tackle ... put it into insurance instead so that, when you drag, you can recoup some of your investment.

I find it amazing that so many of my shore friends are betting (via their insurance payments) that they will be sick, ripped off, and/or have an accident. In fact, many of them have paid so much money into the system for so long—that it is almost a relief when they get cancer and are able to recoup some of their losses.

The craziest part is how inconvenient 'having all the con-

veniences' really is.

I don't have a car not because of the expense it entails but because it makes me less free, not more free.

And my personal freedom is something I cherish highly something which can't be purchased but must be earned something which is central to my life. Or, to put it another way, personal freedom is my core value.

Marinas often take forever to check you in and out—and quiz you rudely upon entrance and exit by foot as well. Shipyards used to primarily charge you to haul ... now that's just one of the 'menu' of choices offered: do you want your boat to stand upright or fall over? If you don't want it to fall over then fork of some more cash, sucker! One airline is exploring the concept of in-flight pay toilets. (Revolt ... Pee in your seat, squat in the aisle, puke in the magazine pouch)!

No, that office full of people isn't to provide you with the corporate services promised but rather to invent new 'profit centers' such as, well, billing fees. "Why should we bill you for free?" asks the modern business manager. "Billing is a service, and so the customer should pay."

The Good News is that all of this silliness is ashore. We sailors can escape at will. Freedom is only a few miles away in the heart of Mother Ocean. The wind is, as yet, nontaxable. We only need to be corporate lackeys if we choose to be.

Even worse is the two-tier system emerging: one for the highly-sought-after one percenters, and the other for the less desirable second class citizens.

I can remember when citizenship in many countries wasn't based on income—but that was a long, long time ago!

I blame the airlines for this—they are constantly telling me I can't have the level of service I deserve unless I pay them an additional 'Golden Rube' bribe as well. And, like the mobile phone companies, they attempt to muddy the waters with such nonsense as 'frequent flier miles' and 'minutes' instead of the truth.

Okay.

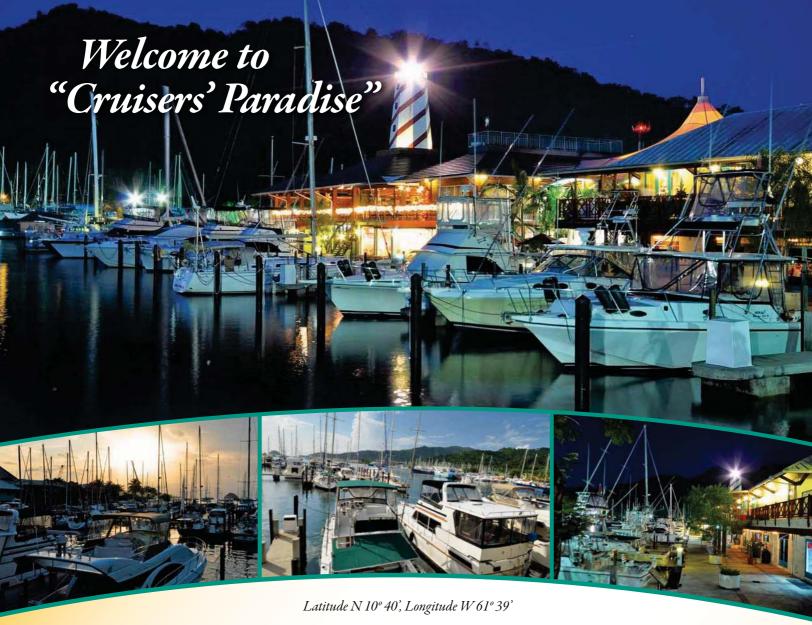
End of my back-rubbing-shoulders-with-the-dirt-dwell-

The Good News is that all of this silliness is ashore. We sailors can escape at will. Freedom is only a few miles away in the heart of Mother Ocean. The wind is, as yet, nontaxable. We only need be corporate lackeys if we choose to be. There are alternatives.

... like circumnavigating.

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Here's all the technical info you need to know: in the trop-



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Sailing Humor

ics, the wind generally blows to the west.

If you shove your boat away from the dock or lift up its anchor, its bow will turn away from the wind—and it will broad-reach away.

It's that simple. Yes, you can make it more complicated, and many people do. But there's no need to. There's nothing you need aboard in 2012 that Josh Slocum didn't have in the late 1800s.

You can buy a used GPS for less than \$20, and numerous people will give you charts for free. What else do you need? An electric bilge pump? Fine! Toss in another \$50 or so.

The trick is to shove off—to chop the umbilical cord to all this shore madness. To wake up. To tune in. To live! Once you are at sea, you will sober up from all this consumerism. The scales will fall away from your eyes. You'll realize you don't have to work to pay for a car (and other deteriorating stuff) to get you to work—that it is all a vicious cycle, a sucker's bet for none-too-bright herd animals.

No yachtsman has ever starved to death while sailing around the world. I live like a king on about one-third of what it costs me to be a stressed lower class American.

We hold the future in our own hands. We have choices. We can empower ourselves. We can seize control. We can choose a completely different, completely fresh route. We don't have to follow the herd. There is nothing that you really have to do. You are in charge of your life—you and only you.

Why be your own jailer?

Why slip the velvet handcuffs of society onto yourself? Why not just say "No!"

Why not just refuse to be pigeon-holed by your consumer choices, to be labeled by what watch you wear, the car you drive, which computer you boot.

Aren't you going to hate yourself when the Grim Reaper arrives—and you haven't yet truly lived?

Do you really believe you have 'to spend more time' at the office? Are you that indoctrinated? Docile? Lulled?

For some of us, the ocean calls. If you hear that call, I hope you respond with all deliberate speed. A sailor ashore is a fish out of water—and a fish out of water soon dies.

I reach lustily for freedom—and the last place it can be found is just over the horizon, just beyond our watery reach.

Life isn't a destination, it is journey. Why not begin yours today? Why not Chase the Horizon forever onward? Why not fully live while you're completely alive? 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

SAILING WITH CHARLIE

SHARKS

BY JULIAN PUTLEY **GRAPHICS BY HANNAH WELCH**

s I write this there has been another report of a fatal shark attack off the coast of California and again the victim was a surfer. The news report said it was likely to be a Great White and that a surf board with fins slicing through the waves could easily be mistaken for a tasty morsel by a hungry predator. To put all the surfers out there at ease, the report also said that shark attacks are extremely rare: from 2006 to 2010 there were only three fatal shark attacks in US waters. Considering that more than 200 million people visit US beaches each year, the number of shark attacks is tiny. Of those millions of beach goers, about 40 are attacked by sharks, while more than 30,000 need to be rescued from surfing accidents.

To put this into perspective, there are approximately 25 million sharks killed by humans for every one human killed by a shark. So if you believe in karma, human attacks are likely to increase.

Charlie often gets asked questions by his charterers concerning shark attacks, monster storms or other harrowing experiences.

"What was the most frightening experience you had while sailing on your world cruise?" asked one inquisitive young lady.

"Being attacked by a transvestite in Singapore," replied Charlie.

It is very rare to see sharks in the BVI. The reason is that all the large pelagic fish including sharks feed at the 'drop off' several miles from the islands. Close to the islands there is nothing for them to feed on. Charlie has seen Black Tips off Anegada, a Lemon Shark attacking a turtle and Nurse Sharks taking a siesta. In the Pacific it's a different story, sharks are much more prevalent and deep water often comes right up to the edge of the atolls.

When Charlie was cruising the Pacific in the 1980s he heard about the yam festival at Pentecost Island, Vanuatu, in the South Pacific. It is a unique festival where young men jump off a man-made tower hundreds of feet high, head first, with nothing but vines tied to their ankles. It was, and still is, a death defying performance whereby a successful jumper must be so exact as to have his hair touch the ground as the vines stretch to their very limit, all done to please the god of the harvest (and to prove that he has the



biggest cojones in the village). It was, in fact, the forerunner of bungy-jumping.

Charlie had to see this so he sailed into a small bay in the lee of the island and anchored. As was his habit he dived down to inspect the anchor and the possible arc of swing to make sure the bottom had no obstructions. As he was doing this he noticed a throng of islanders on the shore all waving and making quite a din. Charlie was overwhelmed at this enthusiastic greeting and later, when he rowed ashore, he thanked the local chief for the wonderful welcome, "Well," said the chief, "they were actually waving and yelling at you to get out of the water. Last week, right there, we lost one of our children to a shark attack!"

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



ruising to the Caribbean either from the U.S. or Europe is certainly an adventure. Yet, an annual trek like this can take its toll on a yacht in areas such as engine hours, fuel costs, crew hire, and wear and tear. These are some of the reasons why owners and their skippers, such as Capt. Casey Fasciano, aboard the 1949-built and recently re-built 72ft Sparkman & Stephens yawl, Bolero, choose to give their yacht a ride on a yacht transport ship.

"Bolero was completely re-built four years ago and is capable of crossing oceans, but she is a familiar museum piece and the owner likes to baby her," Fasciano explains. "Plus, shipping the yacht costs from half to two-thirds of the price of putting together and doing a delivery."

Fasciano and his crew flew from Newport to St. Thomas in November to drive Bolero off one of Dockwise Yacht Transport's (DYT) fleet of semi-submersible dedicated yacht carriers that delivered the yacht in a five day trip.

Since 1987, explains Catalina Bujor, the Ft. Lauderdale, FL-based public relations and marketing officer for DYT, "the company has transported over 12,000 motor and sailing yachts to various destinations around the globe, offering owners and charterers safe and easy access to many of the world's premier cruising grounds. For example, our sailing schedule caters to the popular sailing and charter

season in the Caribbean (ports of St. Thomas, U.S. Virgin Islands and La Marin, Martinique), which begins in November and runs through June. In addition, DYT's year-round global routes for its semi-submersibles currently include the Mediterranean, East Coast USA, the Pacific West Coast and the South Pacific as well as the Caribbean. We've also expanded our service and expertise to include lift-on/liftoff operations with third-party carriers when there is an opportunity to service an additional port that has not been scheduled for access by a DYT ship."

"There wasn't much to do to prepare the yacht for transport," says Fasciano. "However, even though Dockwise personnel rinse the decks every day, we still decided to shrink-wrap the charthouse because we had just had it Awlgripped before we left. We shrink-wrapped the sail cover too, just as a precaution against any soot. In addition, I would also recommend having flat rather than round fenders on the side of your yacht. Flat fenders are less likely to shimmy during transport."

Other preparation tips published on DYT's website include securing everything aboard the vessel as if crossing on the yacht's own keel, delivering the boat as light as possible - meaning with empty fuel and water tanks - and powering down everything, unplugging batteries and storing cables to prevent any contact.

"For yachts 90ft and larger," explains Bujor, "a rider can come aboard. Most often this person is the engineer, first mate or other crew member of the yacht. The yacht is supplied with electrical power and water hook-ups, which allows for light maintenance during transit such as bottom painting, detailing and work on the engine and parts. The crewmember is served three meals a day in the ship's mess room, and if weather permits, they may even have a barbeque onboard the ship's deck. With our newest yacht carrier, M/V Yacht Express, other amenities are offered such as an atrium with 180-degree views, a fitness room, a swimming pool with deck, large mess room and even a fifty-person theater."

Once in St. Thomas, it took less than a day after arrival to unload the yacht, says Fasciano. "We flew down on Friday and the yacht arrived on Friday. The next morning we went over to Dockwise, drove her off by late morning and headed over to Yacht Haven Grande to take the shrink wrap off, wash her down, fuel and provision. We were all ready to take off and sail the next morning."

For more information, visit: www.yacht-transport.com/ 0 homepage.html

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



DIVE ALONE – DIE ALONE

STORY AND PHOTOS BY BECKY A. BAUER



ive alone - die alone' has long been a 'fact' in the dive world. The mere mention of diving alone caused a diver to be shunned and looked upon as a risk-taking moron. When asked if solo diving was allowed, dive operators and dive resort personnel looked aghast and told the diver that under no circumstance was solo diving permitted and suggested the solo diver look elsewhere for a boat or resort. Likewise, scuba certification agencies have historically preached the 'dive alone - die alone' philosophy ... never dive without a buddy was scuba law.

While diving alone was taboo in theory, the reality was then, as it is today, far different. Many divers dove solo and continue to do so although the subject remains controversial and not widely disclosed. As written in a previous article, it is difficult for an underwater photographer to find a dive buddy willing to burn a tank of air while the photographer waits for an octopus to position itself for a photo. In the same vein, if maintenance is necessary while a boat is in the water, where will that diver find a buddy who wants to watch him scrape barnacles off a hull? While this instructor cannot speak for all instructors, it is not unusual to find those who sneak off occasionally for a solo dive as respite from the responsibilities of shepherding students five or six days a week.

Because it became more and more evident the 'always dive with a buddy' principle was not necessarily being fol-

lowed, within the past few years some of the diver certification agencies introduced solo diving courses albeit somewhat reluctantly it seems. Rather than openly acknowledge solo diving occurs, the new solo diver courses are sometimes labeled 'self-sufficient diver distinct specialties', thus couching the agencies' philosophies and long term promotion of the buddy principle and hinting that solo diving is in reality technical diving.

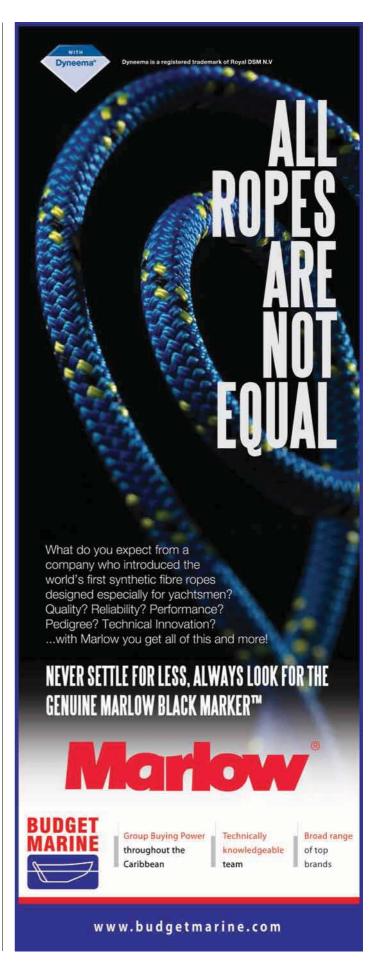
I confess that I have made as many solo dives as I have buddy and instructor dives. That said, I firmly hold to the belief that solo diving is a personal choice made after taking a step back to consider and analyze one's true diving skills. These skills include the ability to focus on the essentials of air pressure and depth—even if becoming the first person to ever witness Great Whites mating—along with diving experience, and the unfaltering ability to stop, assess and react appropriately in any unusual situation whether on land or in water. Because of this belief, I never have and never will suggest a diver go solo. Again, it must be a personal choice based on several carefully analyzed criteria.

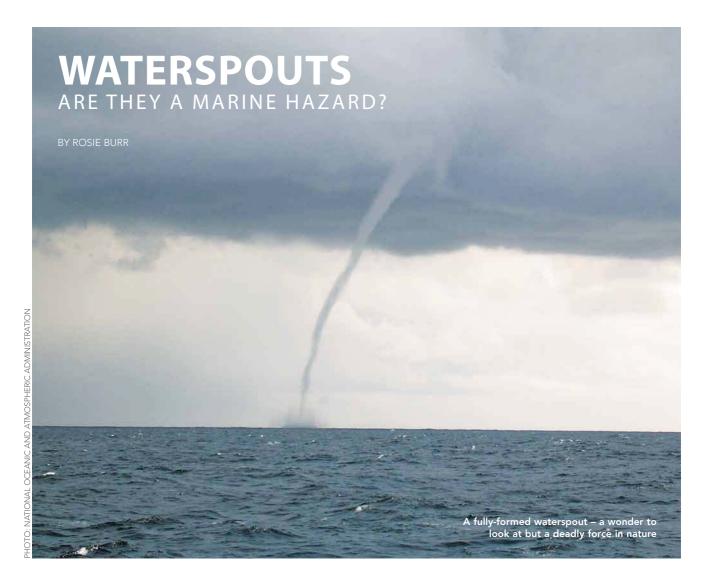
The basic prerequisites for enrolling in a self-sufficient diver course are that the diver is an adult with a minimum of 100 logged dives and an advanced diver certification. The required equipment includes a second mask, second air source, a sausage (aka a delayed surface marker buoy) and 100ft of spooled line. Depending upon the certification agency, a pneumatic surface signaling device is also required as well as redundant gauges. I believe a diver down buoy indicating divers in the water should also be required whether solo or buddy diving.

Is solo diving more dangerous than buddy diving? Statistics do not show solo diving to be any more dangerous than buddy diving. One tangent in the 'dive alone - die alone' theory is that diving with a buddy is safer because the buddy will be there if gear fails, a diver gets tangled, suffers a medical emergency, or runs out of air. But, will that be true, especially if forced to buddy with a stranger? Buddies have been known to complicate a dive emergency by panicking and abandoning the distressed diver or not having the experience to know what to do and how to do it. The results are two divers in distress.

Lastly, even though a diver may choose to become a certified self-sufficient diver, he still may not be able to go solo since many dive operators and resorts continue holding fast to the 'always dive with a buddy' rule and insist on assigning every diver a buddy.

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





aterspouts can be scary and intimidating even to the most experienced of skippers. They are not as dangerous as their landbased counterparts; the tornado or twister, nevertheless, care should be taken when encountering one of these natural phenomena. According to the Oxford English Dictionary a waterspout is a column of water formed by a whirlwind over the sea. Waterspouts can be divided into two categories: fair weather waterspouts and tornadic waterspouts.

Fair weather waterspouts are more likely to occur during late spring to early fall where the summer months offer the right atmospheric conditions of warm, moist and unstable air and a growing cloud aloft. As the name indicates, they typically occur during fair and relatively calm weather with little wind, in the mornings or late afternoons, and develop under the dark flat bottom of rising cumulus clouds. They are short lived and will form guickly, normally dissipating within 20 minutes. Fair weather

Tornadic waterspouts are more dangerous and destructive in nature. They form over water or start life as a tornado over land and become waterspouts as they cross the coast.

waterspouts move very little if at all, they start from the surface of the water and move upwards; by the time they are visible they are near maturity.

Tornadic waterspouts are more dangerous and destructive in nature. They form over water or start life as a tornado over land and become waterspouts as they cross the coast. They form under convective storms cells when air rises and rotates around a vertical axis (mesocyclonic in action). They typically occur with afternoon or evening thunderstorms when the warm moist air provides an unstable environment. They can be accompanied by strong winds and large seas. Hail and lightening are common with these severe thunderstorms. These waterspouts develop downward and initially form as a funnel cloud or

tuba at the base of the cloud when a column of swirling air starts to rotate, condensing ambient moisture into water droplets extending towards the sea. This revolving motion causes a swirling mass of spray to rise up from the sea. If it continues to develop, the funnel meets the swirling sea spray and forms the column of the spout. These waterspouts have huge potential to be dangerous.

Waterspout Facts

Waterspouts are more commonplace in tropical regions but they can develop anywhere and are also common in many parts of Europe. The average wind speed in a waterspout is approximately 50mph (80kph) but can be as high as 150mph (241kph) and they can travel at speeds of anywhere from one to 80mph (128kph). Contrary to popular belief it is not sea water 'sucked up' that appears to make up the spout but what studies have found to be a swirling mass of condensed water vapor. The diameter of a funnel can range from a few yards to 110 yards (100m). The myth that firing canons or other projectiles into a waterspouts path will break them up has never been substantiated.

Waterspout Safety

Regardless of whether the waterspout is fair weather or tornadic in origin, all sea going vessels should take caution. Never navigate through a waterspout or move closer to it for investigation. To avoid a waterspout, try traveling at right angles to its apparent direction of movement. Darks spots on the water, followed by rings or a sudden shift in wind can be warning signs of a developing waterspout. If a waterspout is in close proximity and you are unable to avoid it, take down any sail, close any hatches and if possible stay below deck. During the summer months, in light winds, look for the telltale signs in the line of flat bottom cumulus clouds or thunderstorms, or in the lines of thunderstorms that can develop any time of year. Although waterspouts are not as destructive as their land based cousins their ability to carry anything in their path makes them dangerous to vessels and small craft. Not only can waterspouts cause havoc to mariners, they can devastate coral reefs and marine organisms that are close to the waters surface.

Sources: www.noaa.gov; www.marineinsight.com; The Cloud Book by Richard Hamblyn - The Met Office

Rosie and her husband Sim Hoggarth, both from the UK, have cruised the Caribbean and North America for over eight years aboard Alianna their Corbin39. Visit their blog: www.yacht.alianna.co.uk



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GARDNER & ROCKSTARS PLUNDER THE GOLDEN ROCK REGATTA

BY BETSY CROWFOOT



hen Annie Gardner showed up at the start line of the Golden Rock Regatta (GRR) wearing a pirate costume, it was clear she and her team The Rockstars hoped to plunder some booty during the five-day event.

The eighth annual GRR saw 13 teams compete in the regatta which commemorates St. Eustatius Day. A combination of distance races taking in St. Maarten, St. Eustatius (Statia) and St. Barths, along with a day of buoy racing off Statia, were held in ideal conditions in mid-November.

When it was over, Gardner and crew had conquered the field of Bareboat and Open Class entrants in eight races, for the Statia Tourism Trophy and honors as overall winner of the regatta.

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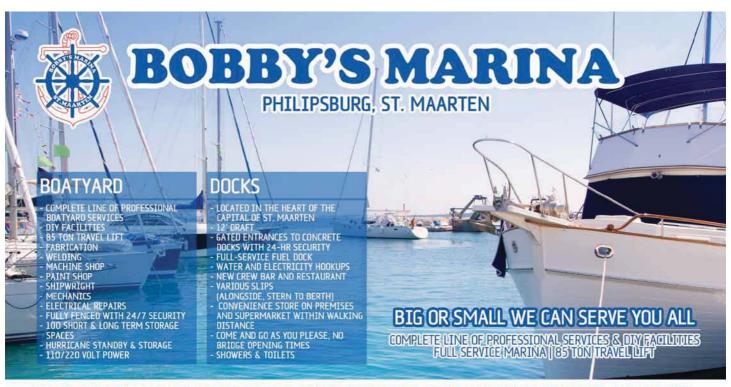
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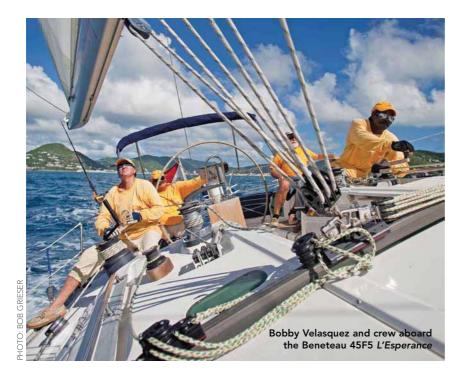
Entries must be received by the last day of each month. Sea Hawk will choose the monthly winners and the Grand Prize will be awarded in December, 2012. Please make sure your photo is of high quality. Email your entry to Contest@SeaHawkPaints.com. See Official Rules online at SeahawkPaints.com/contest



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Racing Circuit



But it didn't start out that way. *The Rockstars*, aboard the Moorings Beneteau 50.5 *La Bête*, finished last in the opener, a 26-mile circumnavigation of St. Maarten. That prize, the St. Rose Trophy, went to Siem Dijkshoorn and *Team Statia*.

"We had a great start and then continued to move backwards throughout the entire fleet," Gardner quipped. Although born and raised in Miami, Gardner admits she's unfamiliar with Caribbean wind and sea conditions. "It was extremely frustrating but a good shake-down for our crew, and a great way to form as a team."

After their rocky start (and a hasty bottom cleaning at Bobby's Marina) Gardner and crew went on to first-to-finish in the Day Two, 33 nautical mile pursuit race to Statia.

The following day, a series of four windward-leeward races was held in Statia's Oranjestad Bay, taking advantage of brisk trade winds that twist and accelerate around the Quill. Perennial victor Bobby Velasquez, aboard his Beneteau 45F5 *L'Esperance*, aced that competition to win the Windward Island Bank First Salute Trophy.

But *The Rockstars* were nipping at his heels. Gardner, an America's Cup veteran, Olympic medalist, and world champion, was in her element. "The whole fleet started together, which was thrilling and fun. I loved the action, but I confess: we 'kissed' (collisions - Ed) a few boats." "Racing against Bobby Velasquez was challenging and an honor. He pushed us, and we pushed him a bit too."

Afterwards racers enjoyed Statia Day festivities on the island, including a street fair, fireworks, music and dancing at the new dinghy dock and waterfront square.

The Rockstars also bagged the 30 nautical mile beat from

Statia to St. Barths; while the final 18.5 mile return to St. Maarten, and Presidente Cup, was conquered by Klaas van Duuren's *Willow Real Estate*.

Dutch Sailing Adventures triumphed in the Bareboat Two division; where Aquaholic was recognized with the Captain Oliver Memorial Trophy for the best performance by a first timer.

The GRR is popular with visiting sailors who charter comfy cruising boats from The Moorings and Sunsail (replete with a handyman who traveled with the fleet, fixing our daily boo-boos); who inevitably return each year. Van Duuren has both sponsored and raced the event since its inception, enjoying a blend of camaraderie and competition in a relaxed setting. Henk Ligthart said he enters *Funfactor* each year to introduce friends and novices to the sport of sailing.

But participation in the Open Class has ebbed and flowed over the years. Organizers would like to see more local racers compete, so to spur interest Velasquez plans to introduce a feeder regatta in celebration of St. Maarten Day. The inaugural event is expected to commence November 11 2013 and will also commemorate the 45th anniversary of Bobby's Marina.

And next year's GRR will include a stop in St. Kitts, according to Race Organizer Juul Hermsen of Windward-Adventures. "The competitors definitely like to mix it up, and get the most out of their charters with a full week of sailing to several exotic destinations. It's a fun, friendly event with great competition, but not as costly or chaotic as some other Caribbean regattas."

Gardner expects to return to defend her title, but added, "The people I sailed with were great sailors. I don't take the credit for winning this regatta: it takes a team."

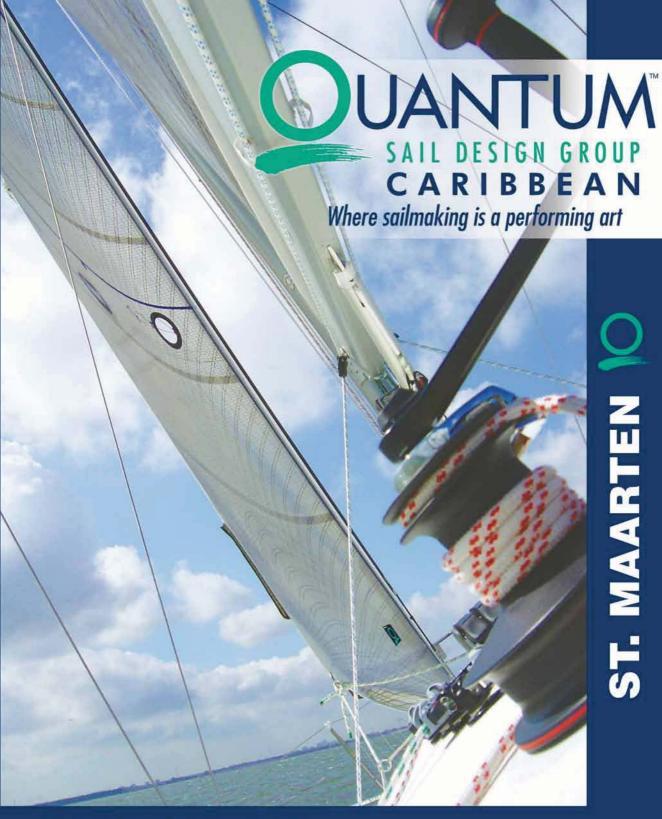
"We were here to have a good time and sail fast, but didn't keep track of our rating or scorecard. It was really a fun surprise to collect all this loot at the prize-giving," she laughed. "It was unbelievable to see how well we had done and how beautiful the trophies are."

"Now, if I can just learn the ins and outs enough to ace that around the island race \dots "

For full results, visit: goldenrockregatta.com



A longtime yachting journalist, Betsy Crowfoot sails the warm waters of the world with a pen in one hand, and winch handle in the other.



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xcitement about the Caribbean's winter/spring sailing season revved up a notch with the introduction of the 2013 Melges 32 Virgin Islands Sailing Series. The Series, which consists of three sanctioned and one unsanctioned event in the U.S. and British Virgin Islands, will welcome nearly 20 of the top teams in the world.

Global interest in the Melges 32 is running high with 80plus teams racing competitively worldwide and more than 150 of these swift-sailing sports boats built and sold.

"If you gauge it by the key people involved in the class, the recognized grand prix owners of the world, and the professional tacticians and trimmers, it is obvious that it is the hottest class going right now," explains St. Thomas' Peter Holmberg, who along with the BVI's Mark Plaxton are among the movers-and-shakers behind the series inception. "A lot of the Farr 40 owners jumped into this class over the past few years; smaller boat, hotter machine, more speed and thrill, tougher competition."

Inspiration for the Series began with the BVI's Team IN-TAC's involvement in this class starting with Key West Race Week in January 2011. From there, the idea gathered steam and started to attract the interest and support of several

key players in the International Melges 32 Class Association (IM32CA), including Harry Melges himself. It was through the combined efforts of these regatta organizers and some influential and respected key local promoters that ultimately brought the series to a reality.

This series will have a massive impact upon the local yacht racing scene, says Mark Stephenson, the BVI-based CEO of INTAC Global Investments. "Each of the four events will bring upwards of 150 to 200 sailors and support crew, with far-reaching economic benefits to the local economy and increased long-term benefits to our tourism industry. We hope that through the success of this inaugural series, the class participants and boat owners will support the possibility of this becoming a recurring biennial series, perhaps alternating between here and the more traditional winter series venues in Florida. There is even talk of the potential to host the 2015 Melges 32 World Championship here ... but let's not get ahead of ourselves. The focus right now is to pull off a well-organized and executed series with all logistics, from the transportation of the boats to the regatta venues and accommodations, being handled at a high level of professionalism, as will be expected from this class."

There were twelve solid confirmations (with more anticipated) from the USA, Russia, Sweden and Italy as of mid-November, says Joy Dunigan, IM32CA administrator. "Standouts would be back-to-back U.S. National Champion Jason Carroll on Argo (New York, NY) and reigning North American Champion Ryan DeVos on Volpe (Macatawa Bay, MI). There is the potential to see 2012 Audi Sailing Series Champion Vincenzo Onorato on Mascalzone Latino and former Series Champion Lanfranco Cirillo on Fantastica. World Champions William Douglass on Goombay Smash and John Kilroy on Samba Pa Ti may also be joining in on select events."

In addition to these entrants, there is the beginning of a legitimate Melges 32 class in the Caribbean. This class includes boats owned by the BVI's Plaxton, St. Maarten's Ian Hope Ross and most recently Puerto Rico's Jaime Torres.

"Last year I knew that I wanted to replace my Beneteau First 40 with a more race oriented boat," says Puerto Rico's Torres, of his Smile and Wave. "Ten minutes after I heard the new Series announced I made up my mind to buy a Melges 32. We're now looking forward to stepping up our game to a whole new level."

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

2013 MELGES 32 VIRGIN ISLANDS SAILING SERIES:

FEBRUARY 21-24

BVI Sportboat Regatta (sanctioned)

Yacht Club Costa Smeralda Virgin Gorda, BVI

MARCH 22-24

International Rolex Regatta (sanctioned)

St. Thomas Yacht Club St. Thomas, USVI

MARCH 29-31

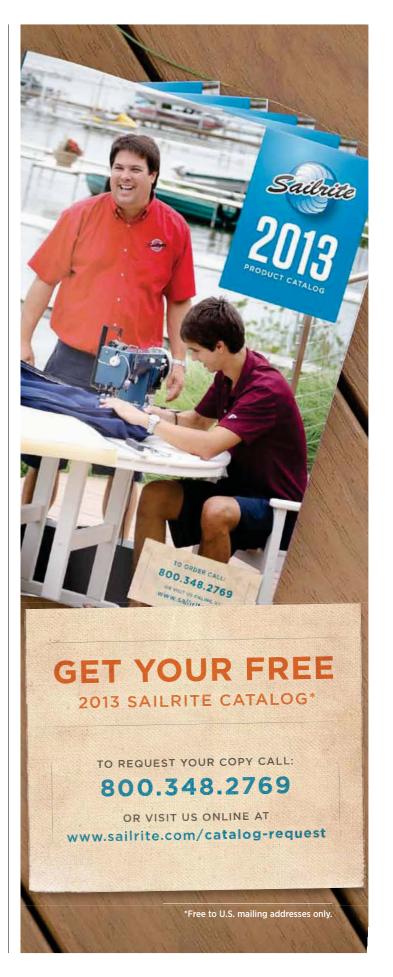
BVI Spring Regatta (unsanctioned)

Nanny Cay Resort & Marina Tortola, BVI

APRIL 26-28

Caribbean Championship (sanctioned)

Peter Island Resort & Marina Peter Island, BVI



PORT ANTONIO INTERNATIONAL **BILLFISH TOURNAMENT**

DIANA BEATS THE FLEET

BY CAROL M. BAREUTHER



The Winning Diana Team (from left): Richard Stewart, Sir Patrick Allen, Capt. Greg Lue Tenn, Rasta Doc DuQuesnay, David Levy, Capt. Custos Paul Muschett and Elias Brimo

eam Diana beat the fleet and the ravages of Hurricane Sandy to win the 49th Port Antonio International Marlin Tournament (PAIMT), held October 20th to 28th out of Port Antonio, Jamaica, and hosted by the Sir Henry Morgan Angling Association. This marks the third time in the past dozen years that the Jamaicanbased team aboard the 52ft Hatteras has won the PAIMT.

"It was a very interesting tournament," explains Diana's owner and one of its anglers, Richard Stewart. "We started out releasing one marlin the first day and another the second day. The third day was the lay day and Hurricane Sandy pushed through with the eye passing only 12-miles away."

Port Antonio is a well-sheltered hurricane hole and one that celebrity visitor Errol Flynn discovered serendipitously after he was literally blown in on his disabled yacht in 1946. The namesake Errol Flynn Marina provided safe haven for the tournaments 34 yachts and over 130 anglers from Jamaica, the U.S., France and Holland. The tournament resumed after a clean-up day and extended one day so that no time was lost from the competition.

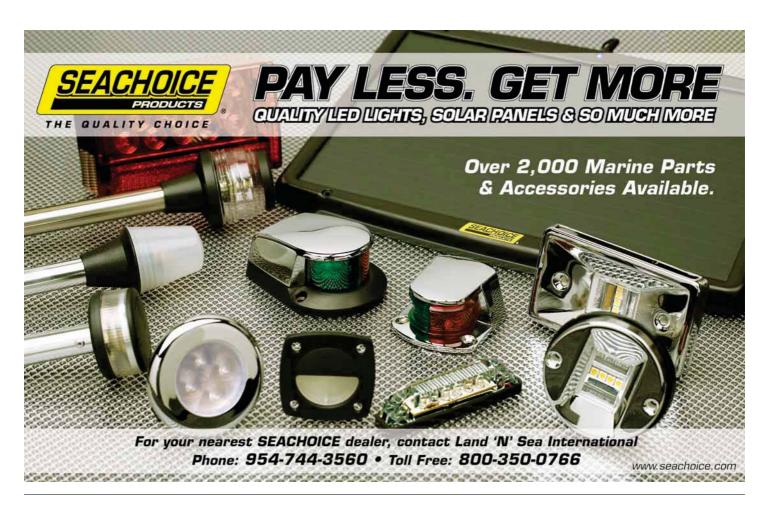
"The third day we caught our third blue marlin," Stewart

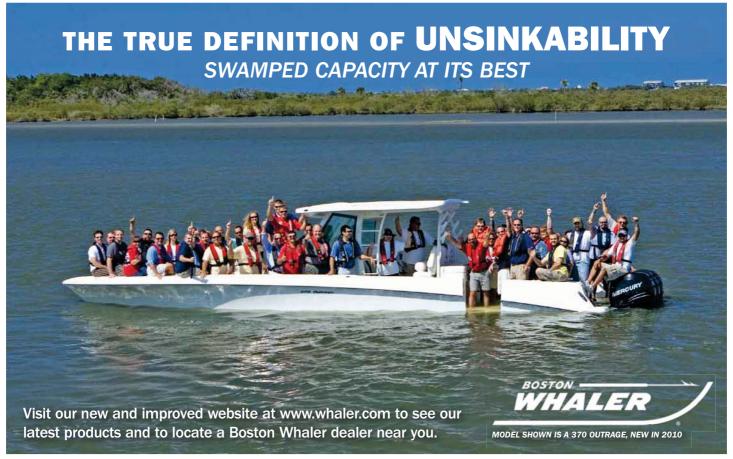
tells. "Interestingly, following the passage of the storm the fishing was very good and another boat, Tassy Wassy, got in one day what it took us three to do - three blue marlin releases. The last day, By Pass got its third blue marlin. We were still in the lead based on time, but with 45-minutes to go there were three boats with three blue marlin. We were really biting our nails. Then Tassy Wassy hooked up its fourth fish, but they lost it with 25-minutes to go."

The PAIMT is a qualifying event for the International Game Fish Association (IGFA) World Championships. Diana's win earned the team an invitation to compete in the championships set for April 2013 in Costa Rica.

In other awards, Damien Moe on Kingfisher II caught the heaviest non-billfish, a 28lb wahoo. Colin Bell on Tropical Lagoon brought in the biggest tuna, a 17-pounder, while the heaviest dolphin award went to Elias Brimo from the USA who caught a 17-pounder while fishing aboard the Diana.

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





ST. LUCIA INTERNATIONAL BILLFISH TOURNAMENT

TOP PRIZES GO TO TRINIDAD & TOBAGO AND ST. LUCIA

BY CAROL M. BAREUTHER



competitive spirit, tons of talent, and a hunger to best the third place finish earned last year led Trinidad & Tobago's team Vesper to win the 22nd St. Lucia International Billfish Tournament (SLIBT), hosted by the St. Lucia Game Fishing Association November 5th – 9th out of IGY Rodney Bay Marina.

Angler Allison Devaux (center) A Dice from Trinidad Tobago

Captain Gerard 'Frothy' Silva, who has fished this tournament eight times and the last two at the helm of *Vesper*, a 50ft Viking, fished a FAD (fish aggregating device) to the northeast of St. Lucia the first two days. On the first day, the team's anglers caught and released two blue marlin, and the second day a third blue marlin and a longbill spearfish.

"On the lay day we heard news of a great FAD to the south," explains Silva. "So, after serious espionage, we found out it was located in the St. Vincent passage approximately 12 miles south of St. Lucia and 37 miles from the IGY

dock at Rodney Bay. It was a good move to fish this FAD as we caught six out of the ten blue marlin we hooked on that last day of the tournament."

Team Vesper's main anglers were Jerome Mcquilkin, who caught three blues and ultimately placed second in the angler category, and James Lathon, who caught two blue marlin and the one spearfish. Ayoub Kabli, Nigel Garcia, The Hon. Anil Roberts (Minister of Sport in Trinidad & Tobago) and Silva each caught one fish apiece. The team ultimately totaled nine blue marlin and one spearfish release.

DTO: ALEX FOSTER

"We are a very competitive team," Silva explains. "We made little or no mistakes, which I was very pleased about. Marlin fishing is a team effort, so when everyone does their part it usually goes well."

The SLIBT is a qualifying event for the IGFA World Championships. Vesper's win earned the team an invitation to compete in the championships set for April 2013 in Costa Rica.

Meanwhile, it was St. Lucia's Franck Cherchel, fishing

aboard the 36ft Luhrs, Exodus, which placed second in the boat category with a total of seven blue marlin releases, who won Top Angler with the catch and release of five blue marlin.

"The captain and his team and my more than 20 year experience sport fishing is what led to our success," Cherchel explains. "Every day we paid attention to the fishing tackle, the fresh baits, and the captain's direction with the possibility of always having a strike."

Nineteen boats and 89 anglers hailing from St. Lucia, Trinidad & Tobago, Grenada, St. Vincent, Martinique, Antigua, the USA, Scotland and England, collectively released 52 billfish including 41 blue marlin, nine sailfish, one white marlin and one longbill spearfish in three days of fishing.

In other awards, Trinidad & Tobago's Allison Devaux fishing aboard Pair A Dice collected the Top Female award with the release of one blue marlin. Top weight fish that came to the scales include a 349lb blue marlin caught by Trinidad & Tobago's Francois Mouttet aboard Magic Lady, a 31lb wahoo reeled in by Cherchel, and a 30.5lb dorado (mahi-mahi) caught by Trinidad & Tobago's Ryan Agar on EZ Access.

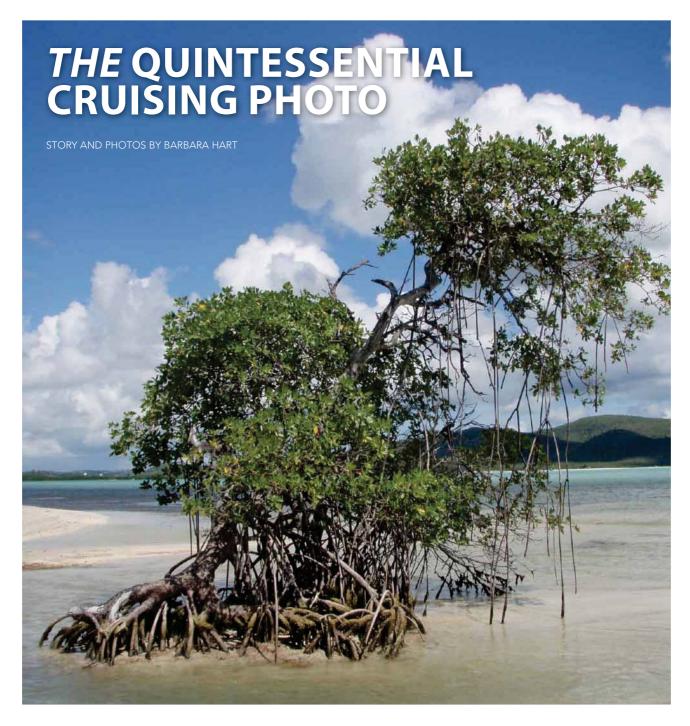
The SLIBT is also a qualifying event for the Southern Caribbean Billfish Circuit, which includes annual tournaments on the islands of Trinidad & Tobago, Grenada, Barbados, St. Lucia and Martinique. All boats and anglers entered in the circuit received points for attendance

and scores. The boat with the most points earned throughout the year wins a custom perpetual trophy.

The 23rd SLIBT will take place October 1st – 4th 2013. For information, Email: SLGFA@ yahoo.com 0

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

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photos that best demonstrate the meaning of 'Cruising'. His Email said: "Possibilities are endless for a photo that depicts the Caribbean cruising lifestyle." I didn't submit a photo as images of our two years at sea tumbled through my mind, and I couldn't decide which one was the quintessential cruising photo. Certainly we've all taken photos of a pretty boat under sail. I have photos of the Classic Yacht Regatta in Antigua, of the Regatta des Saintes, and of other cruisers passing by. (While I recognize there are

ecently, the editor of All At Sea asked contributors for

an increasing number of folks who cruise under power, I've taken no photos of boats motoring past.) We've also taken photos of the sea and sky as we sail. Most of our first year of cruising was spent sailing to windward from Florida to Antiqua. Since I had the dawn watch, I have many photos of the sun rising behind the clouds, and that image of making our way toward the east depicts cruising in the Caribbean to me.

But sailing is actually only a small portion of life as a cruiser. We sail because that is our preferred means of travel and we travel because we want to visit new places, so the quint-



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Cruising







essential cruising shot could include local sights, such as a particularly handsome rooster in Deshaies, Guadeloupe, or just a photo of that beautiful town from the anchorage. I love the flamboyant tree, and have many photos of its brilliant orangey-red blooms on waterside hills. One of my favorite photos from Five Islands in Antigua is of a small mangrove island just off the beach.

Just like real tourists, cruisers hike and take in the sights, such as forts, rain forests, gardens, and animal sanctuaries. We particularly notice things that are different to what we'd see at home, such as an unusual beach sign in Grenada, or the volcano on Montserrat. I've taken photos from the local inexpensive buses found on every island. We've ridden in

family vans in Guadeloupe, in small, refreshingly air conditioned buses in Trinidad, and in unbelievably packed vans in Grenada. And like every other cruising sailor, we have quite a few photos of *La Luna* at anchor in favorite harbors.

We like to eat and love to try new foods and, unlike most tourists or the folks on cruise ships, regularly purchase and prepare local foods. We have many photos of public markets taken from the Dominican Republic through Trinidad. We've been hosted for an Oil Down in Grenada, and had a roti making lesson there as well. In Trinidad, we learned how Brazil nuts grow in gigantic acorn-shaped pods, actually enjoyed cow-heel soup and barbequed pig's tail, and ate doubles three times in a week. Can any photo, truly depicting the cruising lifestyle, not include the food?

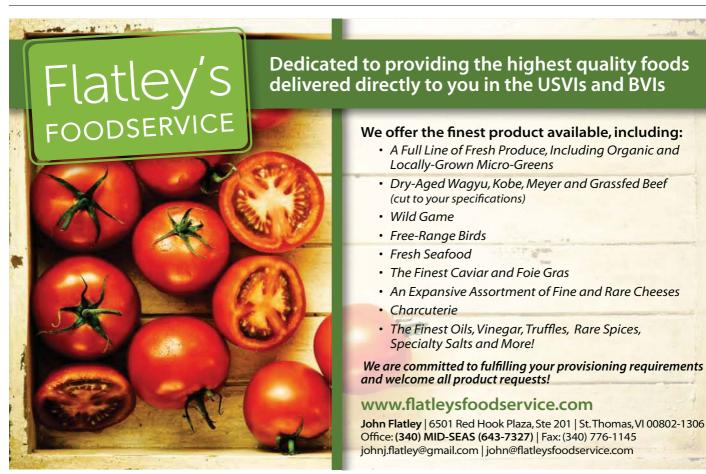
This cruising life is a social life. We make friends and reconnect with sailors (OK and power boaters) that we've met up and down the islands. We chat from the dinghy in the cruising version of a Maine doe-ah yaahd call. (That's 'door yard call' to folks not from New England.) We gather for drinks and snacks in the cockpit of one boat one night, and another the next. We attend events on shore, such as picnics on the beach, pot luck dinners, music jam sessions, and domino games. We've been privileged to make friends with a number of island residents, enjoying the hospitality of their home. Any one of these activities with friends could be the subject of the quintessential cruising photo.

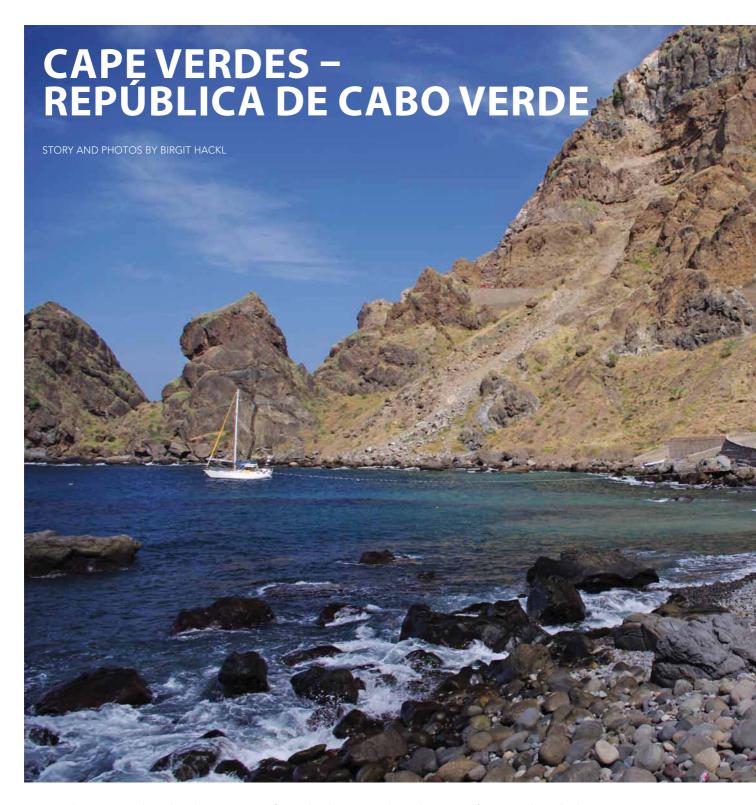
We are cruisers, living and traveling aboard our own vessel; therefore, we repair the boat. This one thing may separate cruisers from all other visitors to the islands. We have many photos of my captain, EW, repairing the dinghy, outboard, auto-pilot, alternator, and a myriad other items. We have photos of the boat and lockers torn apart for any number of projects, photos of one or the other of us up the mast, photos of me mending the sails, and photos of each of us working on *La Luna* when she was hauled out in St. Lucia and Trinidad. Cruisers fix things and perhaps take more photos of things being fixed than any other group of people.

Any of these could be *the* quintessential photo depicting the cruising life. But if I had to choose, I'd pick a photo I don't have. It would show EW and me, sitting in the cockpit on a weekday afternoon. He would be practicing his guitar and perhaps singing, I would be reading an engrossing book on the Kindle, and would look up to take in the view from our deck just as the photographer captured the moment. That's *my* quintessential cruising photo. What's yours?

Now sailing in the Caribbean, Barbara Hart lived aboard with her husband year-round in Maine for eight years. She has an active blog: www.HartsAtSea.com sharing what she's learned about living aboard, cruising, and staying married.

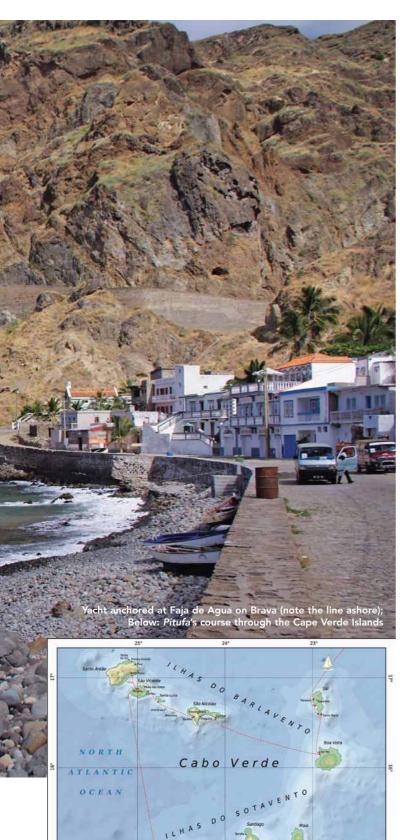






he Cape Verde archipelago consists of ten islands and is located 800 nautical miles southwest of the Canaries and 400 miles off the coast of West Africa. Even though their location makes them a logical destination for yachts on an Atlantic circuit or for those sailing from Europe towards the Caribbean, few actually

stop here, because of rumors about high crime rates, unfriendly locals or unprotected anchorages. We sailed there in autumn 2011 and fell in love with the islands. We stayed for three months, which still wasn't enough to explore all islands. Those who pass by miss a beautiful and interesting sailing area as well as a rewarding cultural experience.



The Cape Verde Islands have a pleasant, warm climate with little precipitation. Even though the islands lie close to each other, each one is unique. The western islands of Santo Antão, São Nicolao, Santiago, Brava and Fogo with its active volcano, are green, mountainous and perfect for hiking. The long, sandy beaches and constant winds of Sal, Boa Vista and Maio attract surfers. The crystal-clear waters around the islands are rich in fish and divers can explore the numerous wrecks.

The people are friendly and welcoming. They are descendants of Portuguese colonialists and African slaves. Although the official language is Portuguese, many people have worked abroad and speak some English.

There are few cars, people still walk and heavily loaded donkeys are a common sight on the cobbled roads. There are hardly any official buses, but 'aluguers' (mini buses or pickup-trucks) go between villages. They don't run to a schedule, so be prepared to wait a while or circle around town once you've found one—they don't set off before they're packed with people, baskets of fish, chickens, etc. It's a fun way to meet locals, but taxis are also available.

There are some medium-sized supermarkets in bigger towns, elsewhere you can find minimarkets offering a basic, varying range of food (bring your own bags and egg cartons, they are a scarce commodity!). You can buy locally grown veggies and fruit for little money on the markets and the catch of the day is as cheap as it's fresh: about \$3US for a kilo of high quality tuna ...

The marina in Mindelo has basic repair facilities, a fuel jetty for yachts, and water. On the other islands fuel is only available at gas stations on the road, but there are many public water hoses and if you can't find one just ask at a private house.

The passages between the islands only take one or two days and there are numerous anchorages to be discovered. As the charts lack details, careful navigation with the help of a pilot book is necessary. You should stop first at one of the ports of entry (Palmeira on Sal, Mindelo on São Vicente or Praia on Santiago) to get your passport stamped. When moving between the islands one should always clear out with the harbor master (the clearance fee is about \$10US) and check in on the next island.

We decided to start with the desert island of Sal. Palmeira is a port of entry with a protected anchorage. The low, dry and brownish landscape lacks attractions, but the friendly locals make it worth a visit. Checking in at the sleepy police station can take a while and is a good way to decelerate and get into the slow, relaxed pace of the Cape Verdes. Remember, their motto is 'no stress'.

Boa Vista, just south of Sal, offers a beautiful anchorage with turquoise water, sandy beaches and white sand dunes

Seamanship & Voyaging



Checking in at the sleepy police station can take a while and is a good way to decelerate and get into the slow, relaxed pace of the Cape Verdes.

near the main port, Sal Rei. Boats should enter the bay from the south keeping well away from the reef. The dinghy ride from the anchorage to the small town is long and splashy, but the town is nice.

São Nicolao lies 70 nautical miles west of Boa Vista. After the two desert islands it's a real pleasure to see the green mountains of this island appearing after a night's sail. The first anchorage you come to is in the bay of the little fishing village, Carriçal. They have neither facilities nor electricity, but some pleasant walks lead into the valley and up the mountains. The former main port, Preguiça, on the western side of the gulf in the south of São Nicolao, has seen better days and can only be approached in calm weather. The best anchorage is on the western side of the island right next to the friendly town of Tarrafal, with its shops and restaurants. São Nicolao is a hiker's delight—don't miss the colonial-style capital of Ribeira Brava, situated in a fertile valley surrounded by terraced mountains.

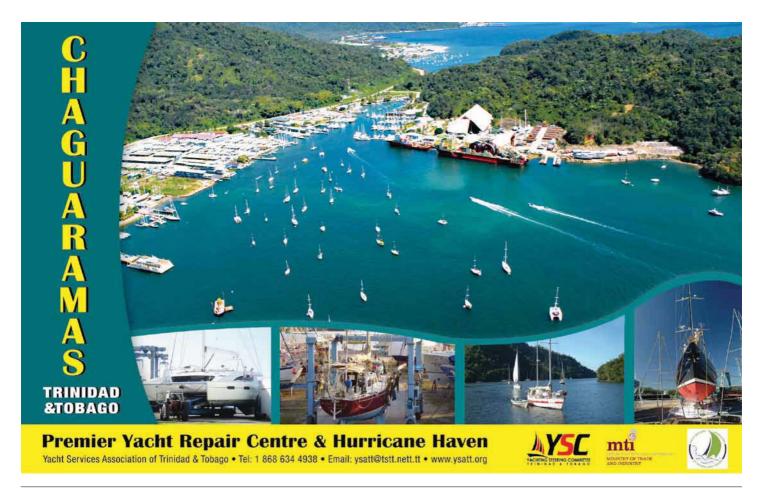
São Vicente has the only marina in the Cape Verdes. It's located in the pretty, lively town of Mindelo, where you can

find well-stocked markets, bars with live music (reggae and the local 'morno'), restaurants, and the possibility to take a ferry over to Santo Antão. This is the most spectacular island with steep mountain ridges, vertical drop-offs and rugged craters.

Brava, the smallest among the populated islands, lies in the southwest of the archipelago. We anchored in the well protected and stunningly beautiful bay of Faja de Agua with its cragged, black cliffs. Brava is our favorite: tiny mountain villages, friendly fishermen, cobbled paths crisscrossing the island—sail there and see whether you can resist its charm!

For more details, photos, maps, etc. visit our cruising blog: www.pitufa.at

Birgit Hackl, Christian Feldbauer and their ship's cat Leeloo set sail in 2011 on their yacht Pitufa. They have cruised the Mediterranean, Cape Verdes, and the Caribbean. They stick to the 'barefoot' route', but try to avoid the beaten track.





THE CARIBBEAN 1500

HISTORIC EARLY DEPARTURE

BY ANDY SCHELL, CO-EVENT MANAGER



teve Black, the Caribbean 1500's founding father, confirmed after the start of the event that it was the first time in its 23-year history that it actually left the Chesapeake early.

Fall on the US east coast is always a difficult time for weather forecasting, and this year was perhaps the best or worst (depending on your perspective) example of that. The challenge in planning an offshore voyage in the fall is the tight window between hurricane season and the winter weather pattern.

This year gave the Caribbean 1500 a late season hurricane in the form of Sandy. It complicated matters in Hampton because about eight of the yachts were hunkered down on the Chesapeake (mostly in Annapolis), and owners were worried about their houses flooding. Several crews flew out from Hampton to tend to their shore-side homes, only to find they were stranded as far afield as Toronto after numerous flights were canceled. One yacht was safely moored in the Hudson River when the storm hit. They escaped unscathed but they missed the start of the rally thanks to New York Harbor being closed to recreational traffic. The fleet,



however, rallied (pun intended) and made it to Hampton by Friday, having only learned that day around noon that it was then T-minus 24-hours to departure.

By Thursday evening it was apparent that another weather system was forming, this time looking more like the typical winter weather pattern. A nor'easter was forecast to brew over Georgia and offshore of South Carolina, move northeast and strengthen significantly. If the fleet left ASAP,

they could get out ahead of it. If they missed this window, it looked to be at least five days until another one opened up and, even then, that was just a guess. Had I been delivering a yacht, I'd have left even earlier (and indeed many of my captain friends did just that).

On Friday morning we started speaking privately to a few rally veterans and a few other yachts to gauge the feeling within the fleet. Rally vets Rick and Julie Palm of the Saga 48 Altair, and Miles and Anne Poor from the Tayana 55 Karina agreed that now was the time to go. By noon it was official - we'd give the yachts the option to depart under a 'rolling start' as soon as they felt they were ready following the skipper's briefing, and the issuing of the Yellowbrick GPS trackers. Everyone was enthusiastic. The BVI fleet would hightail it southeast while the ARC Bahamas fleet would sail offshore to Beaufort and there wait out the weather window.

The fleet made good progress but the first low pressure system, just a little blip on the weather map, strengthened beyond anything forecast and gave the fleet a bumpy second night at sea. The Palms, 1500 regulars who had also sailed round the world, said it was the most brilliant electrical storm they'd ever experienced.

"The [first] front was a great deal more aggressive than expected," they wrote from sea. "We went through one of the most active thunderstorms I've ever been in. Extensive lighting, pea-sized hail and rain like the tropics. Not much wind, but from all over the place."

While uncomfortable, the squalls posed no real threat to the fleet, and no major damage was reported because of them. And they didn't last. A day later, the Palms reported "we are close reaching in 20 knots and having a great sail!"

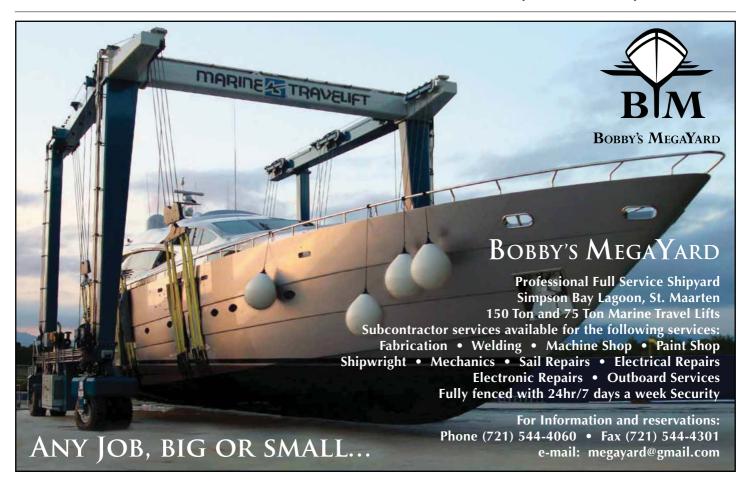
Once everyone made their landfall in Tortola, any bad thoughts about the weather quickly faded.

"The best was coming in and seeing Maria Karlsson (coevent manager) on the dock toasting us with drinks!" said Pat Fulmer of the Island Packet Cutter Loose. "Thoughts about the weather absolutely disappeared. It didn't even matter anymore."

Rally veteran Miles Poor, referring to the decision to depart early, claimed it was the single best tactical decision the event has ever made.

Martin Lindsey of the Australian flagged JAC agreed. "It was a little bit courageous but dead smart and the right thing to do." 0

Andy Schell is a yacht captain, journalist and – along with his wife Maria Karlsson - the co-event manager of the Caribbean 1500. Follow Andy & Mia online at andyandmia.net



CARIBBEAN REGATTA PREVIEW:

JANUARY - MARCH

BY CAROL M. BAREUTHER



he Caribbean's winter regatta season is jampacked with events for every sailor. Here's what's happening when and where and how you can join in the fun.

JANUARY 18TH - 23RD:

Mount Gay Rum Round Barbados Race

Over 40 yachts including record-holders such as the 105ft Brigantine, Tres Hombres; 40ft Dubois Custom, Immigrant; and 78ft Reichel Pugh, Idea, will compete. The new 300-mile open ocean race to Antigua for CSA-rated yachts will depart January 23rd. What's special, says organizer Alene Krimholtz,

"is a 77-year history dating back to trading schooners and the chance to win your weight in Mount Gay Rum Extra Old." www.mountgayrumroundbarbadosrace.com

JANUARY 25TH - 27TH:

The Super Yacht Challenge Antigua

Four races over this three-day weekend feature a limited fleet entry of 12 to 15 yachts with social activities ashore at the Admiral's Inn, English Harbour. Having no sponsorship guarantees the pure enjoyment of all participants without third-party conflicts of interest. superyachtchallengeantigua. blogspot.com

JANUARY 25TH - 27TH:

Heineken Regatta Curacao

Hundreds of sailors from around the Caribbean, and world, will set sail in this 'real different' regatta which features a huge variety of watersport activities from competitive sailing to a lighted boat parade. Races and nightly parties take place in historic Willemstad. Spectators have the unique opportunity to watch the racing from shore. www. heinekenregattacuracao.com

JANUARY 31ST TO FEBRUARY 5TH:

Grenada Sailing Week

This new event will have a similar format to the keelboat regatta previously organized by the Grenada Sailing Festival. However, says board chairman Marc de Caul, "we plan to add our own magic." There will be more racing, new courses, a minimum of delays between races and nightly parties at Port Louis Marina. www.grenadasailingweek.com

FEBRUARY 1ST - 3RD:

Club Nautico de San Juan International Regatta

New this year is classes for J/24s, Open CSA Offshore Racing with Spinnakers and CSA Jib & Main, in addition to Optimists, Lasers, Sunfish, Club 420s and IC24s. "We look forward to hosting over 100 competitors from the Caribbean, U.S.A., Central America and the World," says Commodore Gustavo Hermida. www.nauticodesanjuan.com

FEBRUARY 7TH - 10TH:

Jolly Harbour Valentine's Regatta, Antigua

Now a major international sailing festival, the 20th anniversary will see significant changes such as three days

of professionally-managed fun racing for boats with a maximum 10ft draft. Other classes include dinghies, onedesign, a pursuit series for casual racers and poker run. Spectacular for spectators and nightly parties make it fun for everyone. www.jollyharbourregatta.com



FEBRUARY 18TH:

RORC Caribbean 600

Some 40 yachts will compete in five IRC classes. "Guaranteed wind, sunshine, warm water, eleven islands that form the challenging course plus marine wildlife in abundance is what makes this special," says Royal Ocean Racing Club CEO, Eddie Warden. "It is a modern version of the Fastnet or Hobart races being 600 miles long, but no other race comes close to offering what the RORC Caribbean 600 has." The 114ft ketch, Sojana; Swan 44, Triple Lindy; and the Mumm 36, High Tension, are among entries. caribbean600.rorc.org

FEBRUARY 20TH - 24TH:

South Grenada Regatta

"All sailors from near and far are welcome to race," invites



FEBRUARY 1ST - 3RD: Grenada Sailing Festival/ **Work Boat Regatta**

Competitive racing in wooden, bamboo-rigged, traditional work boats between sailors from the island's traditional fishing communities is the sole focus of this event. Everyone can join the party of thousands on Grand Anse Beach for food. fun and live music. www. grenadasailingfestival.com

Caribbean Regatta Preview



MARCH 28TH - 31ST: St. Barths Bucket Regatta

The racing format is being modified slightly with 'racing oriented designs' starting first with a conventional fleet start. The three cruising classes will race separately with a customary pursuit start. "There are five J-Class yachts entered for the first time ever and this is the first time since 1937 that five of these Js (*Hanuman, Lionheart*, *Rainbow, Ranger* and *Velsheda*) will race together," explains spokesperson Jeanne Kleene. "They will sail in a special exhibition fleet race on March 28th making a breathtaking sight. www.bucketregattas.com/stbarths/index.html

organizer Lynn Fletcher. New: match racing has been moved to February 23rd so more spectators can join the floating regatta village. A dinghy concert will celebrate the regatta's start on February 20th, plus there will be activities for the whole family to enjoy. www.southgrenadaregatta.com

FEBRUARY 22ND - 24TH:

Around St. Maarten Multihull Regatta

Ten to 12 multihulls, 12 regional beach cats and a container full of beach cats from Europe are ready to race. New, says organizer, Mirian Ebbers, "is an extra racing day with short courses. Both are scored individually and entry into each is not mandatory." www.StMaartenMultiHullRegatta.com

FEBRUARY 28TH - MARCH 3RD:

St. Maarten Heineken Regatta

"We are working hard to accommodate One Design Classes, like the Melges 24s and Melges 32s and Gunboats this year," says regatta director, Michele Korteweg. "Our only requirement is to have at least five entries in order to make a separate class." Also new is an Inshore Class made up of Sunfast Jenneau 20s that are available for charter. www.heinekenregatta.com

MARCH 11-15:

Rolex Swan Cup - Caribbean

This inaugural regatta, held out of the Yacht Club Costa Smeralda (YCCS) in Virgin Gorda, will include four days of racing under IRC rules, a host of social events and is open to all Swan yachts built by the Finnish shipyard. "The YCCS is delighted to be teaming up once again with our friends from Rolex and Nautor's Swan to bring the Swan Cup experience to the Caribbean," said YCCS Commodore, Riccardo Bonadeo, in a release. "The formula has been providing a top-class regatta in Porto Cervo for 32-years and the new event fits perfectly into the racing calendar we are developing for our base in Virgin Gorda." Many of the Swan owners that took part in the 17th edition of the Rolex Swan Cup in Porto Cervo have expressed their interest in participating in the Caribbean. www.yccs.com www.nautorswan.com

MARCH 20TH - 23RD:

Loro Piana Caribbean Superyacht Regatta & Rendezvous

Yacht owners from around the globe will converge on Yacht Club Costa Smeralda Virgin Gorda for three days of racing under the International Superyacht Rule rating system, competing in both Performance and Cruising divisions. New this year is a final night spectacular beach party. www. superyachtregattaandrendezvous.com

MARCH 22ND - 24TH:

International Rolex Regatta

A class of Melges 32s will race this year. "This is good recognition from a strong class," says chairman Bill Canfield, in a release. "The fact that we are the only event that is not stand-alone in this class' Caribbean series speaks volumes about our professional race management team." Extra surprises and celebrations will mark the regatta's 40th anniversary. www.rolexcupregatta.com/index2.php

MARCH 25TH - 31ST:

BVI Spring Regatta and Sailing Festival

Over 125 boats will compete including a fleet of Swans, Melges 32s and yachts chartered for the International Yacht Club Challenge. "New this year is the format for the threeday Sailing Festival prequel to the BVI Spring Regatta," says



regatta director Judy Petz. One day will feature a race around Tortola, the next a race to Norman Island, with a 'wind, water and wander' on day three. www.bvispringregatta.org

MARCH 28TH - APRIL 1ST:

Bequia Heineken Easter Regatta

Famous the world over for its unique blend of top class yacht racing, traditional local 'double-ender' boat racing, and that special small-island hospitality that is Bequia's trademark. "The biggest draw in recent years has been the J/24 One-Design Class whose six-race series in Bequia also decides the annual J24 Southern Caribbean Championship," says organizer Nicola Redway. www.begos.com/easterregatta

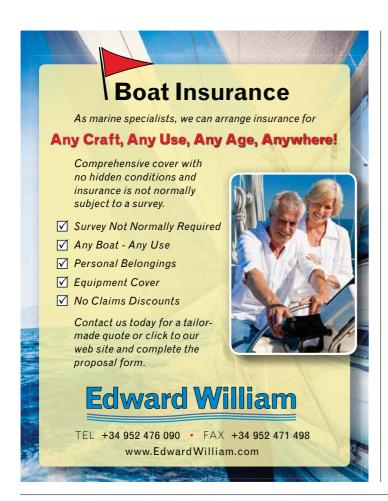
MARCH 29TH - 31ST:

St. Maarten - St. Martin Classic Yacht Regatta

Charter one of two of the world's largest superyachts, 203ft Athos or 169ft Meteor. In addition, classes include Classics, Vintage, Spirit of Tradition, Tall Ships and Carriacou work boats. Parties take place at the Pasanggrahan Royal Guesthouse and Hotel. www.ClassicRegatta.com

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









ST. CROIX INTL. REGATTA

SKIPPERS OF BAD GIRL & 19INI WIN THEIR WEIGHT IN RUM

CAROL M. BAREUTHER



he end of hurricane season heralded perfect racing weather for the 20th St. Croix International Regatta, held November 9th to 11th and hosted by the St. Croix Yacht Club. Twenty-four boats from the U.S. Virgin Islands, British Virgin Islands and Puerto Rico competed in four classes, with two of these having seven or more entrants, meaning their skippers were vying for their weight in the Caribbean's quintessential favorite – rum!

One skipper earning a seat on the scales was St. Croix's Jack Bishop. Bishop drove his J/100, Bad Girl, to a first in the highly-competitive Spinnaker Class with a four and five point lead over St. Thomas' Paul Davis's J/27, Magnificent 7 and St. Croix's Morgan Dale's Melges 24, Boogaloo, respectively.

"We were behind by two points the first day, ahead by five points on day two and started day three with a fifth place by being over early. We ended the regatta with a first and second to win," Bishop explains. "Magnificent 7 and Boogaloo both gave us a good fight, but when Boogaloo's

lifeline broke and the whole crew went for a swim, our lead increased. Also, our junior sailor crew performed well and having Peter Holmberg coaching and calling tactics rocked."

The seven-boat one-design Rhodes 19 class was equally competitive. St. Croix's Peter Stanton aboard his 19ini took the lead from the start and became the second skipper of the regatta to win his weight in rum. Yet, there was some close and exciting racing in this class.

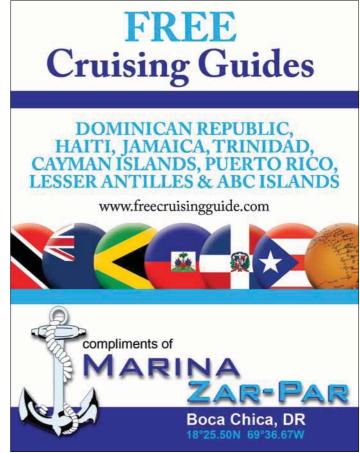
Stanton describes, "On the second day's first race it came down to the last boat length of the race. Chris Schreiber (*Chrys*) beat us across the line, but he hit the committee boat and had to do a penalty turn and then finish. We won the following races that day until the last, when Cece Castruccio (*Rhode Hard Barb*) beat us by sound tactics. The third day, we had the regatta pretty much locked up, though the first race we were over early and ended up fourth. All in all most races were relatively closer than the point spread shows."

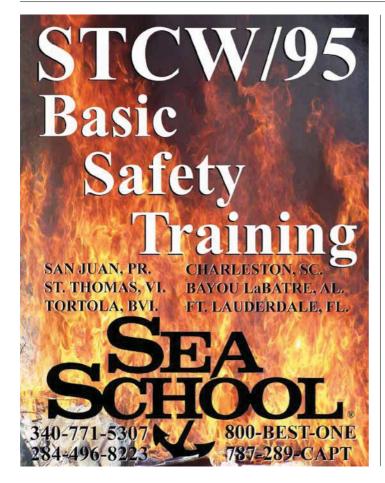


CONTACT VHF CH. 5 **Boca Chica, Dominican Republic**

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Email: info@marinazarpar.com







St. Croix's Jim Kloss, sailing his S2 7.9, Ambivalence, handily won the six-boat Cruising Class with a five-point lead over Dedrick Luiken's Creekmore 30, Aryeto. The win, however, wasn't without some drama. The clew ring on the genoa broke just as Kloss and his team was setting it before the first day's start. They jury rigged but it proceeded to tear, so the crew changed to a 1999 vintage North 110% jib that they used for the rest of the regatta.

"The challenge the last day was steering into Christiansted Harbor with the spinnaker up and a following sea. The last few minutes going past Fort Louise Augusta were a little scary," says Kloss. "We don't get many opportunities to fly a spinnaker. Having my son Alec down from Minneapolis to trim the chute and call tactics was a big help."

Finally, St. Croix's Llewellyn Westerman came out of a seven-year race retirement to win the three-boat Multihull class aboard his 37' Mongoose trimaran, Charis.

"We won all of our races until the last when we doused the spinnaker and it got caught around the mast. That's when Moose (George Silver; Bold Venture II) beat us," Westerman explains. "Even though I haven't raced for a while, I sail to Buck Island every day on charters and know the wind and waters well."

Finally, the regatta's move back to its roots in the fall proved successful. As 19ini's skipper Stanton says, "It was a good



warm up and shake down for the upcoming sailing season." For full results, visit: www.stcroixyc.com/regatta

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

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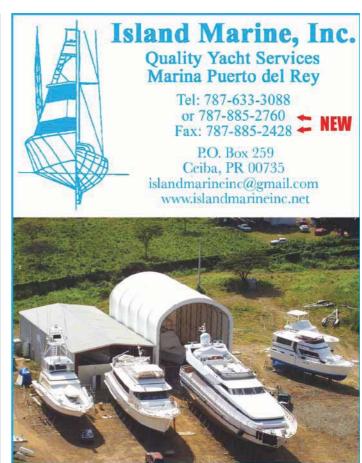
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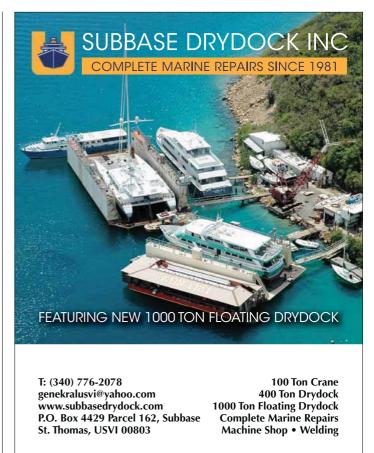
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BVI CHARTER YACHT SHOW CULINARY CONTEST

STORY AND PHOTOS BY ALL AT SEA FOOD COLUMNIST JAN ROBINSON



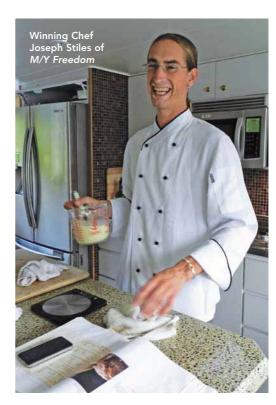
BVI Chefs and Judges 2012 (back row, from left): Frank Lemaitre, Robin Thompson, Claudine Lanthier, Julie Bennett, Tara Chaille, Cara Lillis-James, Perrine Renault, Vanessa Bush, Audrey Harper, Alison Zutshi, Melissa Neidlinger, Joseph Stiles and Bambi Alexander. (Front row): John Albright, Jan Robinson, Kenneth Molyneaux and Davide Pugliese

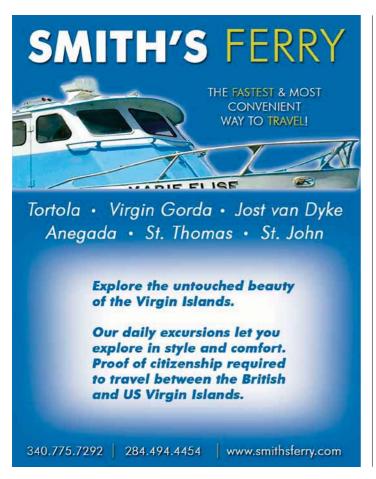
ome of the greatest chefs ever to take to the water made the BVI Charter Yacht Show Culinary Contest an outstanding success. The event was held in November at the BVI's flagship marine facility - Nanny Cay, a 200-slip marina with a full service boatyard. The difficult job of judging this year's competition fell to Davidé Pugliese, chef and owner of Wali Nikiti on Scrub Island; John Albright, who has won numerous culinary awards and is now the lead instructor at the H. Lavity Stoutt Community College in Tortola; and award winning chef Kenny Molyneaux.

I was there in my role as *All At Sea* food correspondent, judge and culinary contest coordinator.

Food, its selection, preparation and presentation plays an important role in today's yachting vacation and this year the overall winner was quietly spoken Joseph Stiles. He wowed the judges with what he called Steak and Eggs: Hoisin braised short ribs with a sweet potato and egg yolk ravioli, cilantro salsa verde and candied scotch bonnets

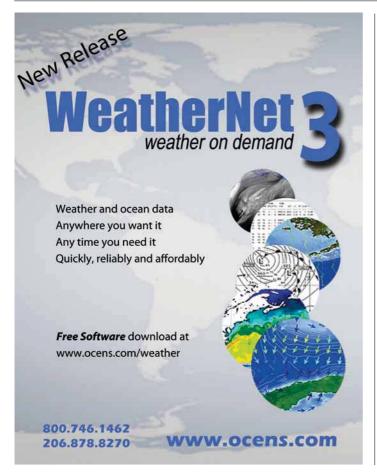
Chef Stiles spends many hours in his galley on *M/Y Freedom* creating sumptuous dishes. This was his second year in the contest and when I asked him why he wanted to take part, he said it was part of the job "and it is fun and you get great exposure". He said he likes to come up with different dishes using fresh produce and that when possible he purchases most of his ingredients from Ridge to Reef Farm and Art











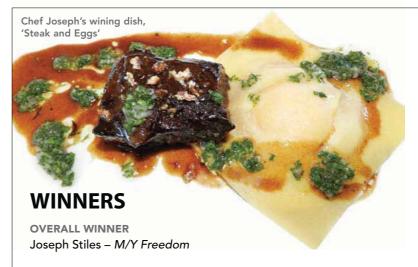


Farm on St. Croix. "Fortunately their peak-growing season is charter season!"

When not on M/Y Freedom, Styles and his new wife, Britta, take care of an estate on St. Croix and enjoy sailing their 30ft sloop.

Sponsors of this year's BVI Charter Yacht Show Culinary Contest include All At Sea magazine, Riteway, distributors of Piper Heidsieck Champage; Aragorn's art studio, Trellis Bay, Beef Island, and Good Moon Farm, a locally grown organic food provisioning service. The contest extends special thanks to Rainbow Visions Photography and Jim Scheiner and Paul Hubbard.

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.



APPETIZER

1st: Tara Chaille - S/Y Soterion 2nd: Vanessa Bush – S/Y Nexus 3rd: Cara Lillis-James – S/Y Akasha

ENTRÉE

1st: Joseph Stiles – M/Y Freedom **2nd:** Tara Chaille – S/Y Soterion 3rd: Claudine Lanthier -

S/Y Scents of Paradise

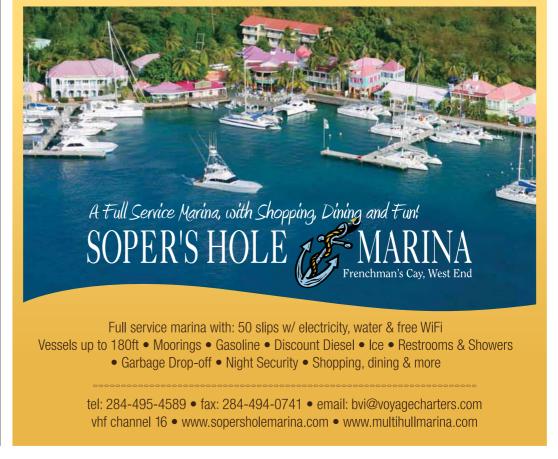
DESSERT

1st: Vanessa Bush - S/Y Nexus **2nd:** Tara Chaille – S/Y Soterion 3rd: Cara Lillis-James – S/Y Akasha

COFFEE

1st: Julie Bennett - S/Y Felicia **2nd:** Cara Lillis-James – S/Y Akasha 3rd: Perrine Perrault - S/Y Naej





JUNIOR SAILOR PROFILE:

THE BVI'S SAM MORRELL

CAROL M. BAREUTHER



am Morrell has scored some impressive wins regionally and top ten finishes internationally in the Optimist. Now, the 13-year-old junior sailor has set his sights on representing the British Virgin Islands in the Byte at the Youth Olympic Games (YOG) in 2014.

Sailing with his family from the time he could walk, and windsurfing with his father Andy Morrell, organizer of the annual Highland Spring HIHO, since toddlerhood, Sam launched off on his own sailing career at age six following in the wake of his older brother, Josh.

"When I first started sailing I was sort of skeptical because I used to play a lot of soccer, but I pushed through it," Sam explains. "Today, I have sailed all around the world - Argentina, Chile and North America."

Some of Sam's most impressive finishes in the Optimist include 1st place in the St. Maarten Optimist Championships, a tie for 1st in the singlehanded division of the Antigua Fun Cup, 4th overall in the Scotiabank International Optimist Regatta, and 5th in Blue Fleet and 20th overall in the Optimist New England Championships, all in 2011.

Internationally, he won a race in the South American Optimist Championships in Argentina in 2012 and finished overall in the top quarter of the fleet.

One fun story in the Optimist shows the depths of Sam's competitive drive. In his first regatta, the San Juan International in Puerto Rico, he was in the Green Fleet and before the start of the first race asked the race officer if they could wait while he sailed back to the dock to get gloves. They race officer answered 'no', so Sam started the race, then rounded the weather mark and headed straight to the dock, got his gloves on and then hopped back into the boat and finished the race.

Sam plans to finish his last year of eligibility in the Optimist by competing in either the South American Championships in Brazil or Worlds in Italy. In the meantime, he took delivery of a Byte CII in November.

"I first got the idea of sailing the Byte when my Dad told me about Youth Olympics," Sam explains. "I plan to train for the Youth Olympics by sailing my Byte through the week and Opti's on the weekend. My Dad influences me to cross train so I play squash and windsurf too."

While Sam hasn't has much Laser experience (the Byte is a cross between a Laser and an Open BIC), he has sailed a lot in the Open BIC. He will spend this summer sailing at the American Yacht Club on Long Island Sound where he will get light air Laser and Byte experience. This will be a real asset as light air is expected on the lake in Shanghai, China, where the sailing portion of the 2014 YOG will be held.

"My advice for younger sailors is to never give up," says Sam. "Always try your hardest." 0

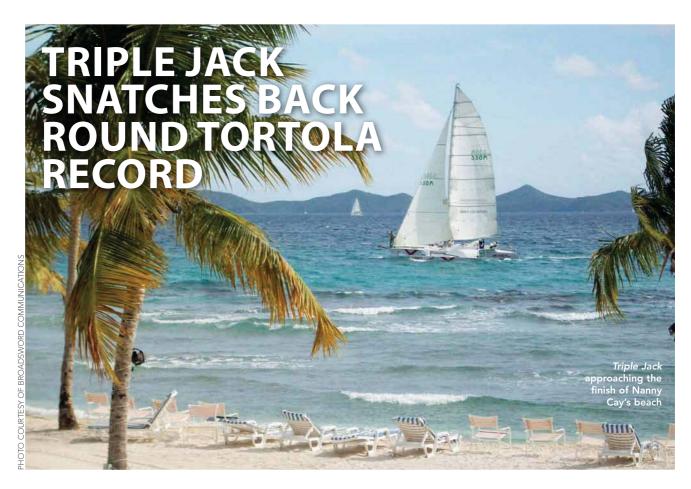
Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.



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he vintage Kelsall trimaran *Triple Jack* snatched back her Round Tortola Record in October, flying around the island in 2 hours, 40 minutes and 18 seconds, taking ten minutes off the existing record set in April 2010.

With Miles Sutherland-Pilch, general manager of Nanny Cay, onshore calling the start, *Triple Jack* crossed the transit of the corner of PegLegs Restaurant and the western tip of Peter Island at 12:10pm. With an almost perfect southeasterly blowing, the boat flew up the south side of Tortola on starboard tack before bearing off for the spinnaker hoist off Scrub Island.

One-third of the way along the north side of Tortola, the crew of the 34-year-old tri had to douse the chute and fetch to Soper's Hole under genoa. *Triple Jack* wiggled through this potentially time-sapping area of mixed currents and winds relatively painlessly before beating over to St. John. From there, it was, in theory, one straight shot back to Nanny Cay where every header had the crew anxiously looking at their watches. Owners Richard Wooldridge and Steve Davis were now feeling the pressure, exacerbated by being fed the wrong elapsed time – ten minutes more than reality. However, Davis carefully worked *Triple Jack* upwind along the south side of Tortola finishing only 100 yards off Nanny Cay's breakwater.

"It was a great BVI sailing day made even better by get-

ting our record back," said Wooldridge.

On finishing, the owners and crew: Steve Davis, Mike Hirst, Miles Fossey, Henry Leonnig and Tom Echle, were presented with a bottle of Drappier Champaign by Eddie Brockbank of TICO and celebrated with a team dinner in PegLegs Restaurant. The \$250 entry fee was donated to the BVI Humane Society.

'Round Tortola' is an all-comer, any-day event, starting and finishing off Nanny Cay. Competitors must attempt the record anti-clockwise and round Beef, Scrub Island, Great Camanoe and Guana Island to port. An entry fee of a \$250 donation to a BVI charity of the challenger's choice will include two night's dockage at Nanny Cay. The monohull time to beat of 4 hours, 15 minutes and 5 seconds, was set by Dave West's Melges 32, *Jurakan*, in the 2009 PegLegs Round Tortola Race.

As with most sailing events, the reward is in the taking part and bragging rights but record breakers will be able to celebrate their feat with a free dinner at PegLegs for up to 15 crewmembers and a jeroboam of champagne compliments of Nanny Cay. Record breakers also get their name on the perpetual trophy, which is on display year-round in PegLegs Restaurant.

To enter the Nanny Cay Challenge, contact Miles Sutherland-Pilch: miles@nannycay.com

QUESTEL WINS NATIONAL TITLE

BY ELLEN LAMPERT-GRÉAUX



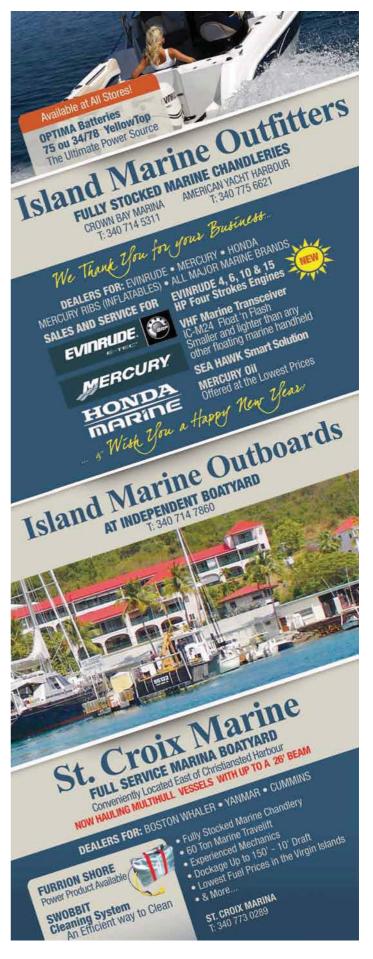
Saint Barth native and French windsurfing champion, Antoine Questel (FRA99) won his first senior title in St. Malo, France, eleven years after he won his first junior championship title in the same spot. On November 6th 2012 Questel won the French slalom championship, sailing into first place ahead of competitors Julien Quentel from St. Martin and Frenchman Pierre Mortefon. The championship comprised two events, one last April in Loctudy, France, where Questel was the winner, giving him an advantage going into the St. Malo event (a third leg planned for September was cancelled due to lack of wind). Two years ago he finished the slalom championships in second place.

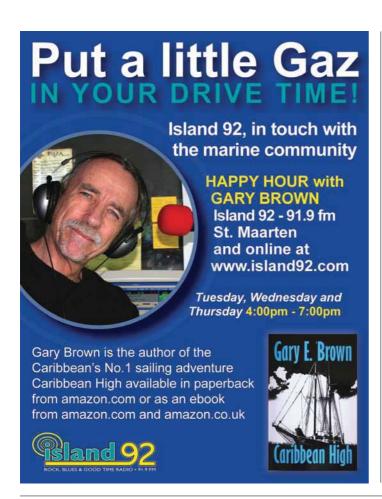
Finally winning first place, Questel noted, "The French title is in my pocket, and what joy to stand on the highest step of the podium. I am extremely happy. Several years ago I envisioned being on the podium at the end of the season, but for the past three years I have been aiming to win the title. I have realized my goal.

"This has been a very good season, I started strong and finished strong even if I was a little weaker along the way," adds Questel, whose sponsors include Starboard, Loftsails, The Collectivity of St. Barth, Sooruz, Eden Rock Hotel, and the St. Barth Yacht Club.

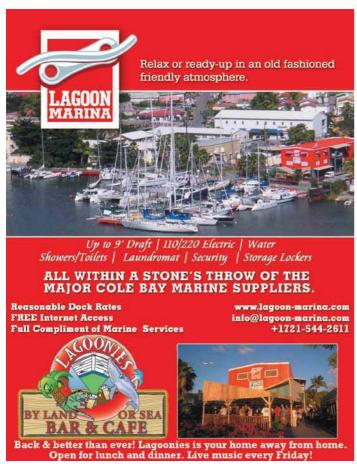
Questel finished the season 14th overall for the PWA World Windsurfing Tour. His titles also include two French vice championships in Formula Windsurfing. He will spend some time in St. Barth this winter training for next season's racing, along with Mortefon, who also trained with him under the tropical sun last year. The next event on their calendar is the St. Barth Fun Cup, February 1st – 2nd 2013.

Ellen Lampert-Gréaux lives in Saint Barthélemy. She is editor-in-chief of Harbour Magazine and a longtime contributor to All At Sea.











2012 SAINT BARTH CATA CUP

'KIKÉ' AND 'KÉKI' FIGUEROA WIN TOP HONORS

BY ELLEN LAMPERT-GRÉAUX



Winners of the 2012 St Barth Cata Cup (left to right) Vincent and Emmanuel Boulogne, 'Kéki' and 'Kiké' Figueroa, John Casey and Dalton Tebo

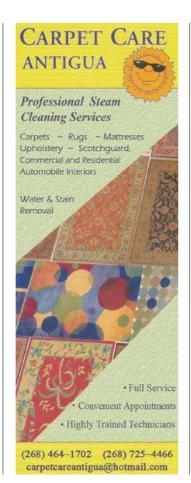
here was palpable excitement on St. Jean beach in Saint Barthélemy from November 15th -18th, as 57 sporty Formula 18 catamarans competed in the 2012 Saint Barth Cata Cup. Olympic athletes, world champions, and top names from Europe and the US, made the regatta even more competitive than in the past. Celebrating its fifth anniversary, the Cata Cup, organized by the Saint Barth Multihull Association, has really come of age.

The winners, 'Kiké' and 'Kéki' Figueroa from Puerto Rico (both are named Enrique Figueroa but not related) won on the final day in the final race. At lunchtime they were tied with John Casey and Dalton Tebo, the 2010 Cata Cup winners who took second place in 2011 and were sailing well again this year.

Back out on the water for the afternoon race, the two adversaries were neck-and-neck.

"During the start of the race, we stayed very close to Casey," notes Kiké Figueroa, an Olympic champion (he competed in four Olympic games from 1988-2004). "After a good start, we kept our eye on him, but from afar, as our priority was our own race. We could see that he wanted to go fast, but at the end of the regatta we decided to get closer as we neared the buoy. It was very exciting, espe-





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St. Barthélemy

cially since we were recently racing Formula 16s in Panama City, Florida; we played out the same scenario, and he won. Today it was our turn. But what impressed us the most is the excellence of this regatta - the excellence of the race itineraries, the outstanding soirees, and the kindness of the people of St. Barth. As long as my body can take it, I will return for the Saint Barth Cata Cup."

Once again second place went to the US team of Casey and Tebo, which must have been a disappointment after fnishing second last year and being so close to the victory this time. But Casey was generous about it all at the awards ceremony and dinner. In a garden restaurant with white fabric floating above the tables, Casey said: "This is the best, the most incredible regatta in the world, there is nothing else like it."

Third place went to world champions Emmanuel and Vincent Boulogne, twin brothers from France. "I have competed in all five editions of the Cata Cup," said Emmanuel Boulogne. "This year was the most challenging in terms of the races themselves due to conditions out on the water with unstable winds and well-formed waves."

"What impressed us the most is the excellence of this regatta - the excellence of the race itineraries, the outstanding soirees, and the kindness of the people of St. Barth."

Interestingly the first, second, and third place boats were all Cirrus F18 sport catamarans, a company founded by Emmanuel Boulogne in 1996 and represented in the United States by John Casey. "Wins like this really motivate the people who work in the factory," says Boulogne, who fabricates boats both in France and Thailand. "The Cirrus is a flat, voluminous catamaran that remains on the surface and really rides the waves, which gives it an advantage and makes it much more stable for conditions like those in Saint Barth."

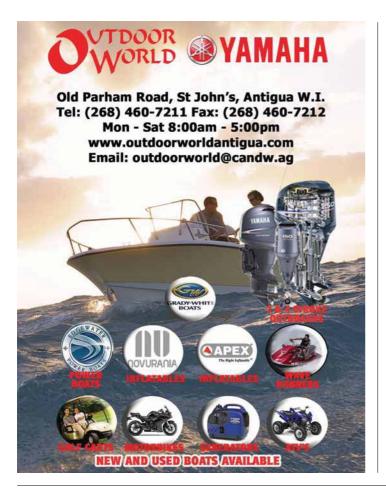
He adds, "The Cata Cup doesn't represent the same tension as a world championship, but this year the level was very high. It's great to sail with people like John Casey and the Figueroas who have a lot of professional experience and are very fair play. St Barth really is a paradise for sailors, there's no place else like it."

For additional information and sponsors, visit: www.stbarthcatacup.com 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.



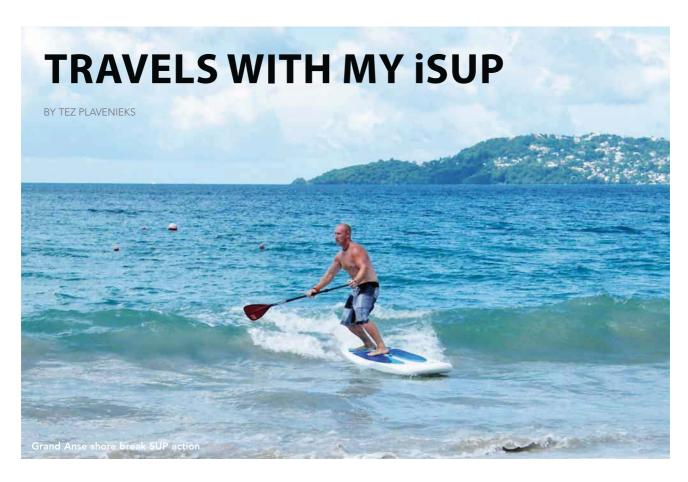














addling over stunningly blue water, sharing a moment with a group of playful manta rays, riding a secluded wave on the Atlantic coast before rounding off the day with a beer as the sun dips below the horizon - what could be better than a standup paddle board trip to the Spice Isle, Grenada?

Nearly ten years after our introduction to the island as seasonaires, my wife and I recently managed to return with a view to investigating the island's water sports potential. Grenada is just full of untapped potential when it comes to this kind of activity.

Travelling with kit

Our first challenge was that flights to Grenada from the UK are limited. Due to commitments dictating our time slot we ended up having to fly with the one airline I knew wasn't going to be kind to us wanting to take water sports equipment – in this instance, a standup paddle board (SUP).

I did have one trick up my sleeve though that was sure to get round British Airways' baggage restrictions – take an inflatable version!

In the last few years, inflatable standup paddle boards (iSUPs) have gained popularity because they are easy to store and transport. It proved the perfect weapon of choice



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Grenada

for our return visit to Grenada, with the board folding down and fitting neatly into a backpack.

Grand Anse - SUP'tastic!

We chose the Flamboyant Hotel as our base on the island, which is located at the very southern end of beautiful Grand Anse Beach. Every morning we would part the curtains and gaze down upon the beautiful bay for that first glimpse of a new dawn.

After a hearty breakfast, our day usually started with a paddle to blow away the previous night's rum punch induced cobwebs. Grand Anse is roughly three miles long; in the heat and humidity, paddling along this stretch of coast certainly allowed us to burn off the calories.

Many of the locals had not seen SUP before, so some would holler from the beach to inquire what we were doing - how could we seemingly walk on water? Local kids would try and swim after us, and the guys working in the beachside dive shops would gaze on with keen interest. After our first session, it was then time to relax and rehydrate.

Many of the locals had not seen SUP before, so some would holler from the beach to inquire what we were doing - how could we seemingly walk on water?

Shore break action

The southern corner of Grand Anse beach seems to attract wind driven swell on a regular basis.

During our stay, some form of small shore break wave spilled onto the beach most days. Although wave heads would scoff at such small ripples, our iSUP would allow us to surf these tiny waves - short rides yes, but fun none the less.

Morne Rouge

Around Quarantine Point and continuing south lies the stunning Morne Rouge Bay (or BBC as the locals call it). This beautiful stretch of pristine white sand and azure coloured water is where our iSUP sessions would take us during many afternoons.

Paddling out to Quarantine Point we were greeted by an abundance of marine wildlife. During one special session a group of manta rays turned up to investigate what our strange craft was.

The icing on the cake was finishing with a 'sun downer' at the beach bar right at the water's edge.

Grenada and SUP

For more serious surf paddlers, the Atlantic side of Grenada offers a plethora of options. The slightly more well-known





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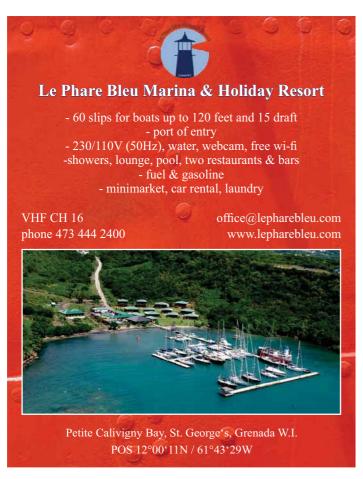
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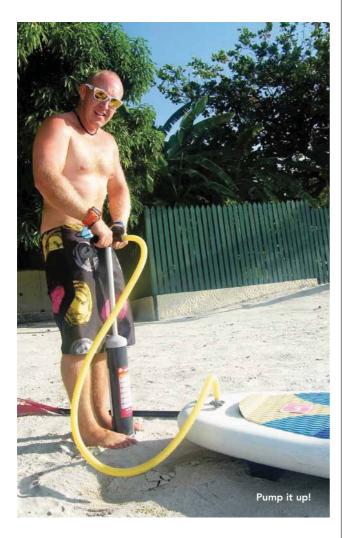








Grenada



spots, including Prickly Point in the Lance aux Epines area, are perfect for SUP surfing.

Hire a car and head north along this side of the island and it's obvious to see that with the right conditions there are some amazing set ups still waiting to be ridden and discovered.

Visit Grenada with your downwind coast runner and you could paddle along the entire north to south coast with the trade winds huffing you forwards and providing some fantastic glides - the options for SUP on the island are seemingly endless.

Grenada is perfect for fulfilling your SUP dreams on a beautiful and friendly Caribbean island. Head for the surf, cruise at a leisurely pace or hit the downwind runs - and cap it off with some spectacular food and drink. What could be better?

Tez Plavenieks is an experienced freelance writer who specialises in action sports and travel. He currently edits, writes and produces content for a variety of different outlets both online and in print.



CARIBBEAN MARINAS

ALL AT SEA'S CARIBBEAN MARINA GUIDE

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D.R.	Casa de Campo Marina	809.523.8646/ 8647	16′	250′	350	•	110/220 v to 60 hrz	•	•	•	•	•	•	•	•	68	•
D.R.	Marina Zar Par	809-523-5858	12′	120′	110	•	110/220 308	•	•	•	•	•	•	•	•	5	FREE
D.R.	Ocean World Marina	809-970-3373	12' +	250′	104	•	110/220	•	•	•	•	•	•	•	•	16/68	•
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
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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	•
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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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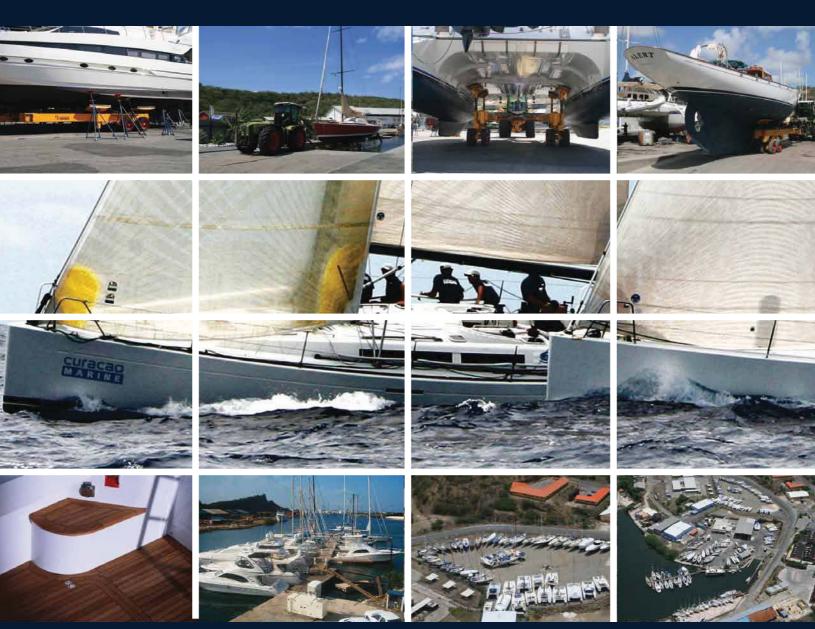
CARIBBEAN BOATYARDS

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		Latitude	400 giruqe	Phone Number	Maximum Oraughum	Masimum Longthum	Maximun Bean	Maximum Air Orgum	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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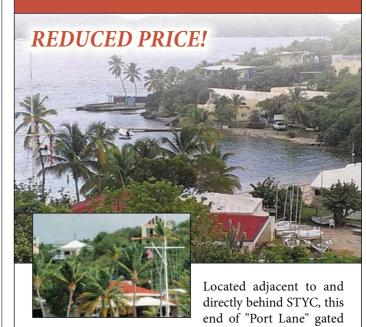
St. Maarten. Villa Greco, located minutes away from both the French capital of Marigot and the Dutch capital of Philipsburg, is fully-furnished and located in the gated, residential area of Almond Grover Estates. Custom cabinetry built from Brazilian hardwoods and travertine marble floors invoke a feeling of cool, tropical living. Look out over the waters of Simpson Bay Lagoon and the Caribbean Sea from the infinity edge pool. US \$1,850,000

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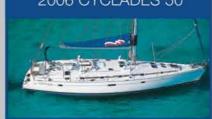
"The White Rose" 3-4 Cabins / 2 Heads Located Tortola, BVI Asking \$120,000

2008 LEOPARD 40



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

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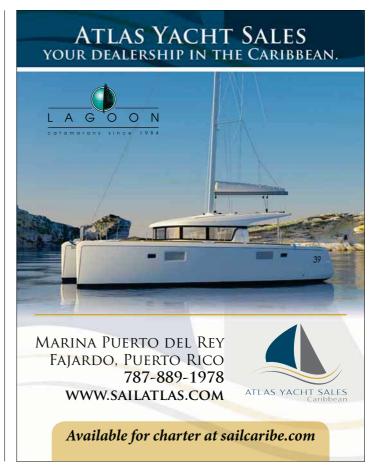
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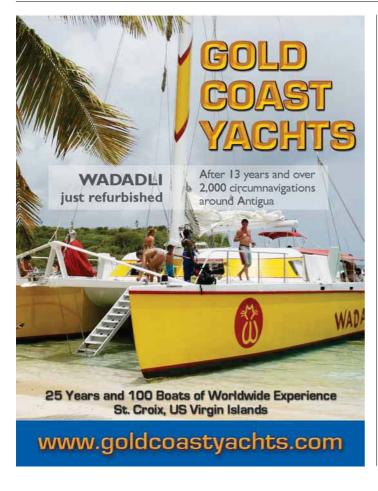
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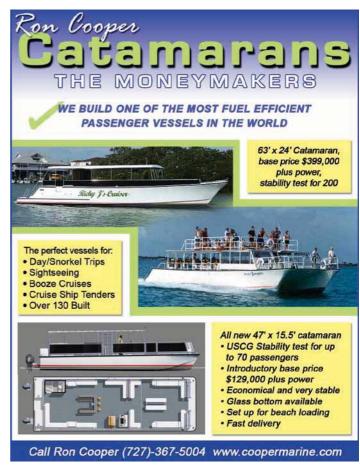
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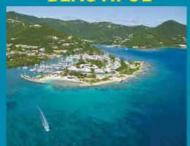
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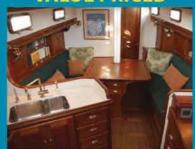


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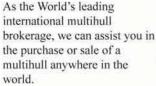
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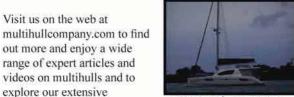
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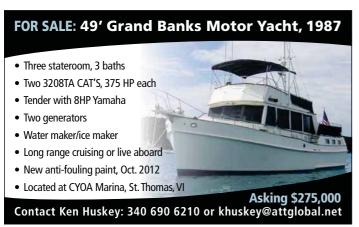
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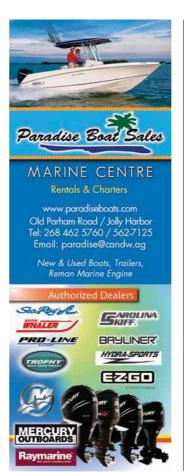


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Continued on page 103





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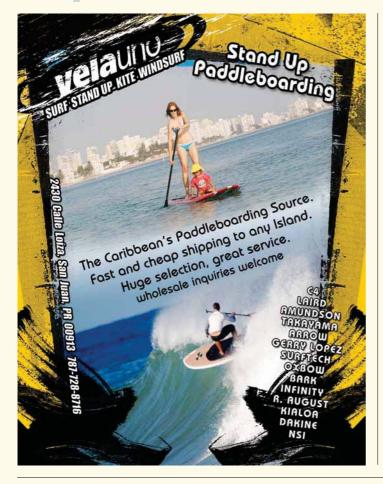
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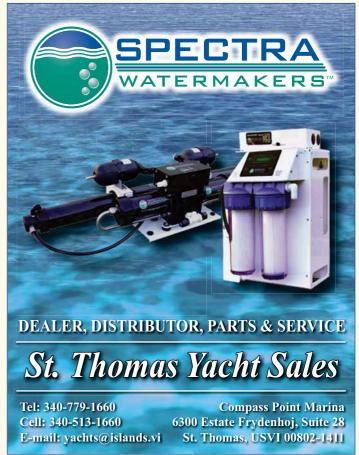
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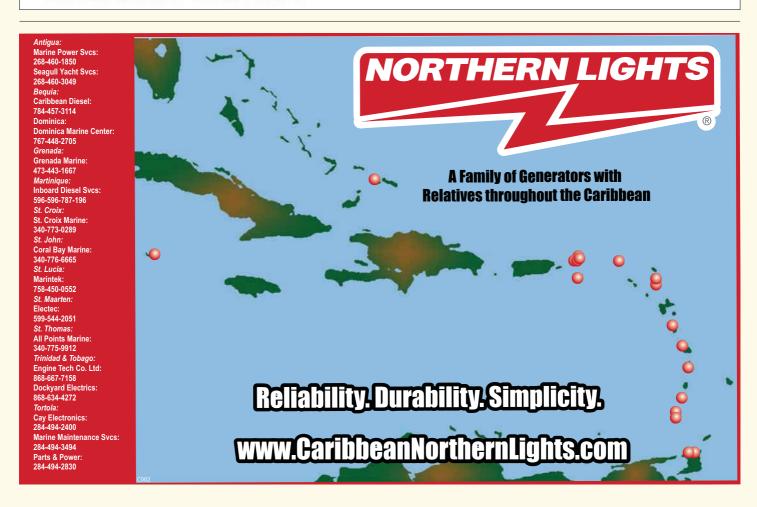
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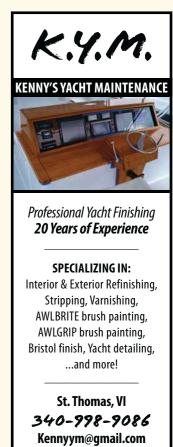


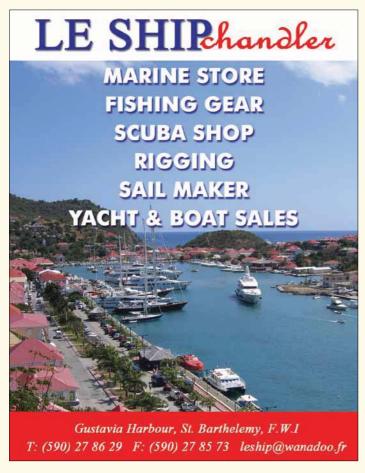














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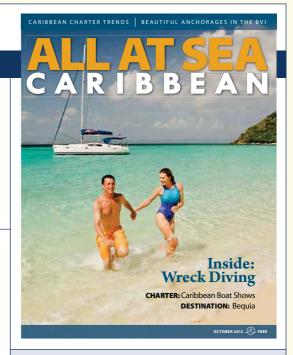
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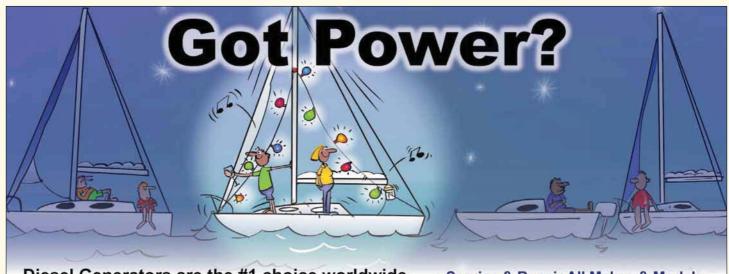
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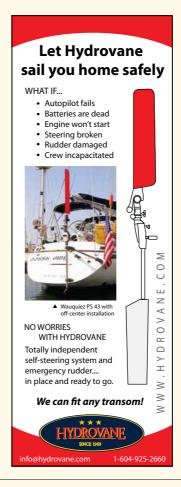
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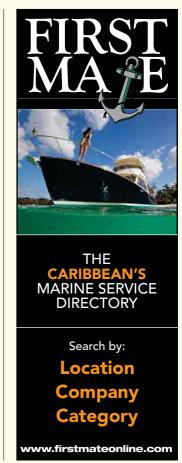
















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An ideal crew would have their own sailboat or other living quarters in the area and meet Serenity at various ports, living on their own while Serenity is occupied. The crew would be welcome to use Serenity as their own while we are not on board, with the understanding that much of the off-time be used to keep Serenity in Bristol condition.

The crew would manage the maintenance and dry dock of vessel during the hurricane season and prepare her for the sailing season. Non-smokers and moderate alcohol users only. Further details to be discussed.

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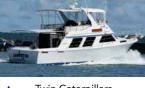
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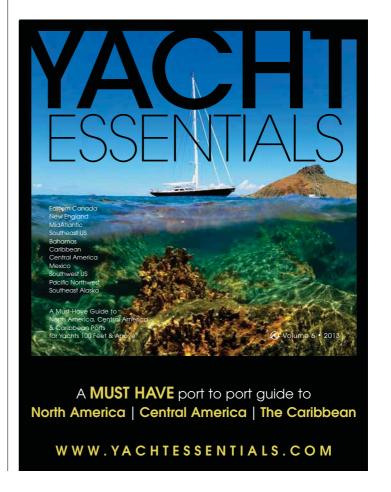
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MARINATED VEGETABLE SALAD

Prep time: 15 minutes. Cooling time: 3 hours. Serves: 12

½ Ib fresh green beans, cut in half
 1 cup sliced stuffed
 1 cup halved cherry tomatoes
 1 cup canned chickpeans
 3 cup thinly sliced

(garbanzo beans), drained sun-dried tomatoes and rinsed 1/2 cup Zesty Italian dressing

In a large saucepan of boiling water, add green beans and cauliflower; cook until tender. Drain, rinse under cold water, drain again. Place in bowl. Add remaining ingredients; mix lightly. Refrigerate before serving.

WEST INDIAN SALT FISH CAKES

Recipe from Audrey Harper from the yacht Flow; a chef I first met at the BVI Charter Yacht Show.

Prep time: 20 minutes. Cooling time: 3 hours. Serves: 10

¾ Ib (340 g) salt fish (presoaked) flaked (1-1/4 cups when prepared)
 ¾ Ib (340 g) white fish – cod or snapper, skinned and finely sliced (1-1/4 cups when prepared
 3 small white potatoes.

3 small white potatoes, cooked and mashed (1 cup when mashed)

2 eggs, beaten

7 spring onions, finely chopped 3 tsp chopped fresh coriander (cilantro) or parsley ½ lb (200 g) grated cheddar cheese Salt and pepper, to taste 2 cups (200 g) bread crumbs 3 tbsp (45 ml) sunflower/

vegetable oil

Garnish: Chopped fresh Coriander (Cilantro) or Parsley, 1/4 head lettuce shredded, 1 cucumber thinly sliced and sweet chili sauce

FISH CAKES (pre make):

Soak salt fish overnight, change water twice; flake salt fish.

Poach white fish, dice. In a large bowl mix all fish, spring onions, mashed potatoes, cheese and herbs. Spoon fishcake mixture onto a sheet of cling film, wrap mixture in cling film, forming it into a fat sausage shape. Refrigerate (Do Not Freeze).

To cook Fish Cakes: Unwrap and cut chilled fishcake mixture into 10 portions. Coat fish cakes in beaten egg and then breadcrumbs.



BAKE OR FRY (oven depending)

TO BAKE: Preheat oven to 350°F/180°C. Grease a baking sheet, place fish cakes on it. Baste with oil as needed. Bake in oven for 20 to 30 minutes or until golden brown.

TO FRY: Heat oil in frying pan, fry cakes until golden brown and cooked through, drain on paper towel.

TO SERVE: Garnish plate with lettuce and cucumber slices place 1 fish cake on lettuce sprinkle with coriander or parsley, serve with sweet chili sauce

NO BAKE OREO CHEESECAKE CUPCAKES

Prep time: 15 minutes. Chilling time: 6 hours or overnight. Serves: 6-8

3/4 cup finely crushed 1/3 cup sugar graham crackers 1/8 teaspoon salt 2 tbsp sugar 1 tsp vanilla 3 tbsp Irish butter, melted 3/4 cup crushed 1 (8 oz) pkg cream cheese, softened 1 cup heavy cream

Combine graham cracker crumbs and sugar in a small bowl. Add melted butter and blend until combined. Press a heaping tablespoon into each cup of a mini cheesecake pan or cupcake wrappers. Set aside. Beat heavy cream until medium peaks form. Set aside. In a large bowl, mix together cream cheese, sugar, salt and vanilla, until smooth (about 3 minutes). Add heavy cream, to cream cheese mixture and mix together. Gently fold in Oreos. Fill each pan with the mixture (a slight mound at the center). Refrigerate for at least 6 hours to set or overnight for best results.

Capt. Jan Robinson's Ship to Shore Cookbook Collection is available at your local marine or bookstore. Visit www.ship toshoreINC.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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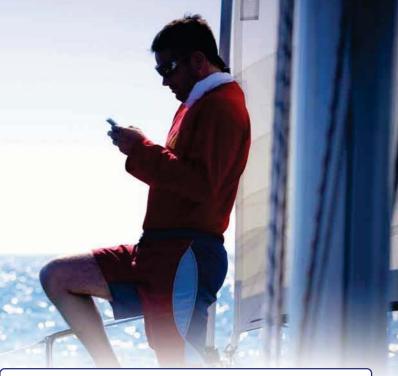
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NEW YEAR NEW GEAR





UNDER WATER LIGHTS



STARTING AT: The ultimate solution to US\$479.03 marine lighting from Ocean LED extremely powerful, low draw and Tritonium Optical technologies

that inhibit growth. TRAILER BOAT SERIES



STARTING AT: Equally as bright as the US\$129.02 Amphibian Classic Series but without the sea growth resistant Tritonium lens. Intended for boats on lifts or trailers. A great value!



Raymarine

These stylish, dedicatedfunction instruments use the same mounting holes as the ST60 making upgrading a breeze. Compatible with existing ST60 instruments and transducers, i70. p70 and p70r color instruments and Auto Pilots.

NEW! i50 INSTRUMENTS



Dedicated Speed, Depth and Tridata for power and sail applications! High performance, outstanding visibility in all lighting conditions and extreme value.

NEW! i60 INSTRUMENTS





The new i60 instruments are designed specifically with sailors in mind, these instruments cover wind and close-hauled wind options in analogue and digital formats.

PROTECTION



LIFEPROOF

Water Proof, Dirt Proof, Snow Proof, Shock Proof and fits your iphone and ipad like a skin. Protect your valuables all the time, not just when you are going to the beach. Swim, take photographs and video underwater. Rated to seal out water at a depth of 6.6 feet for 30 minutes. STARTING AT: **US\$79.16**





New addition to the Gill collection! This Waterproof Backpack is made from a puncture resistant waterproof fabric, 20 liters of fully waterproof storage with an adjustable roll-top closure.

US\$133.10



Optically-clear LENZFLEX™ lens window, fully functional touch screens, fully submersible, cases to fit most smart phones, tablets and e-readers, cameras, GPS, VHF and more! Seal out water rated to 15' (5m).

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