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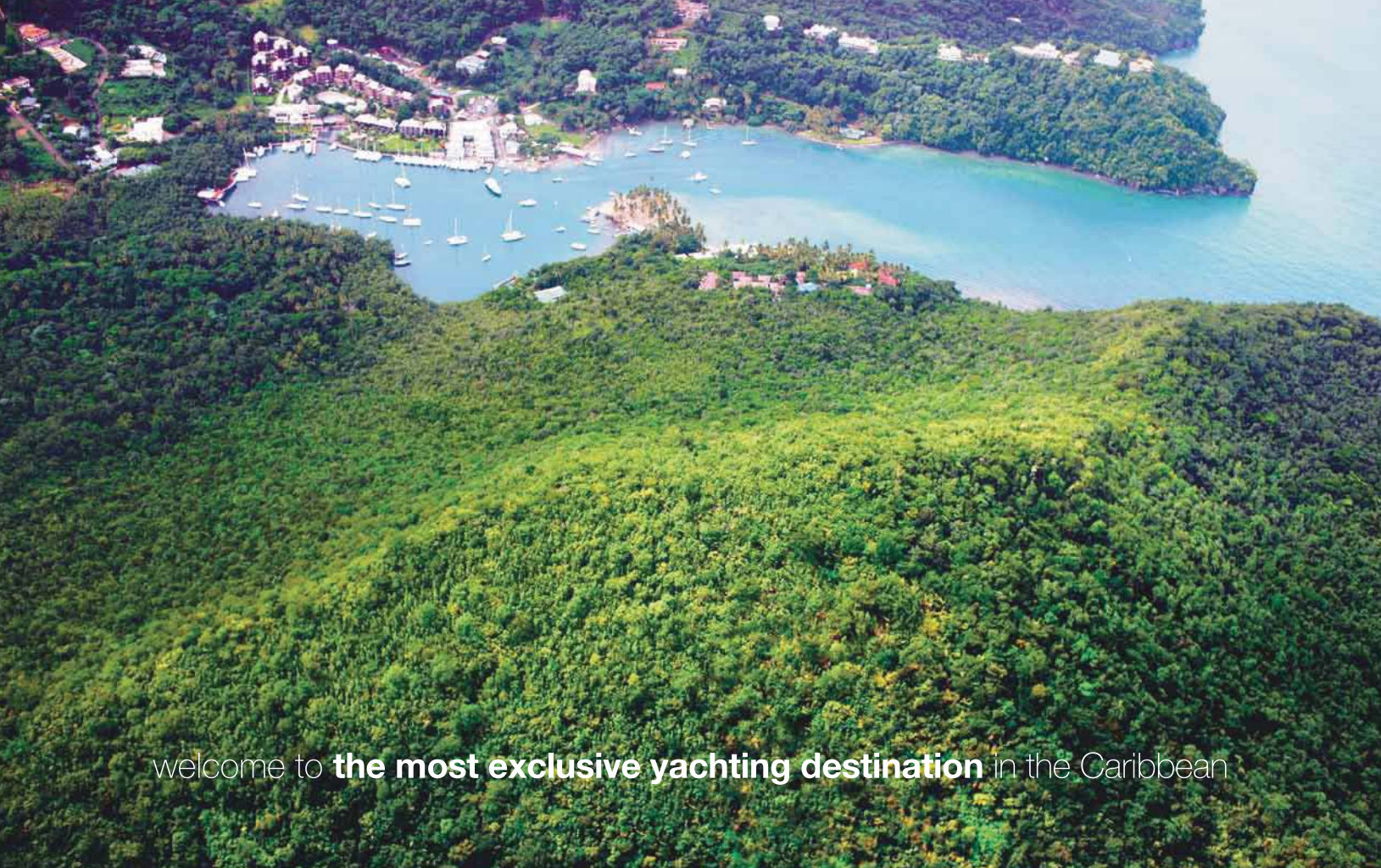
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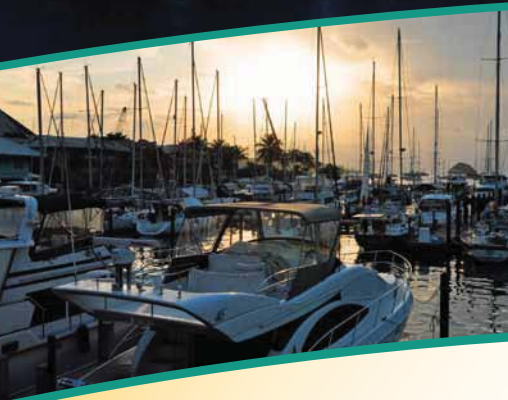
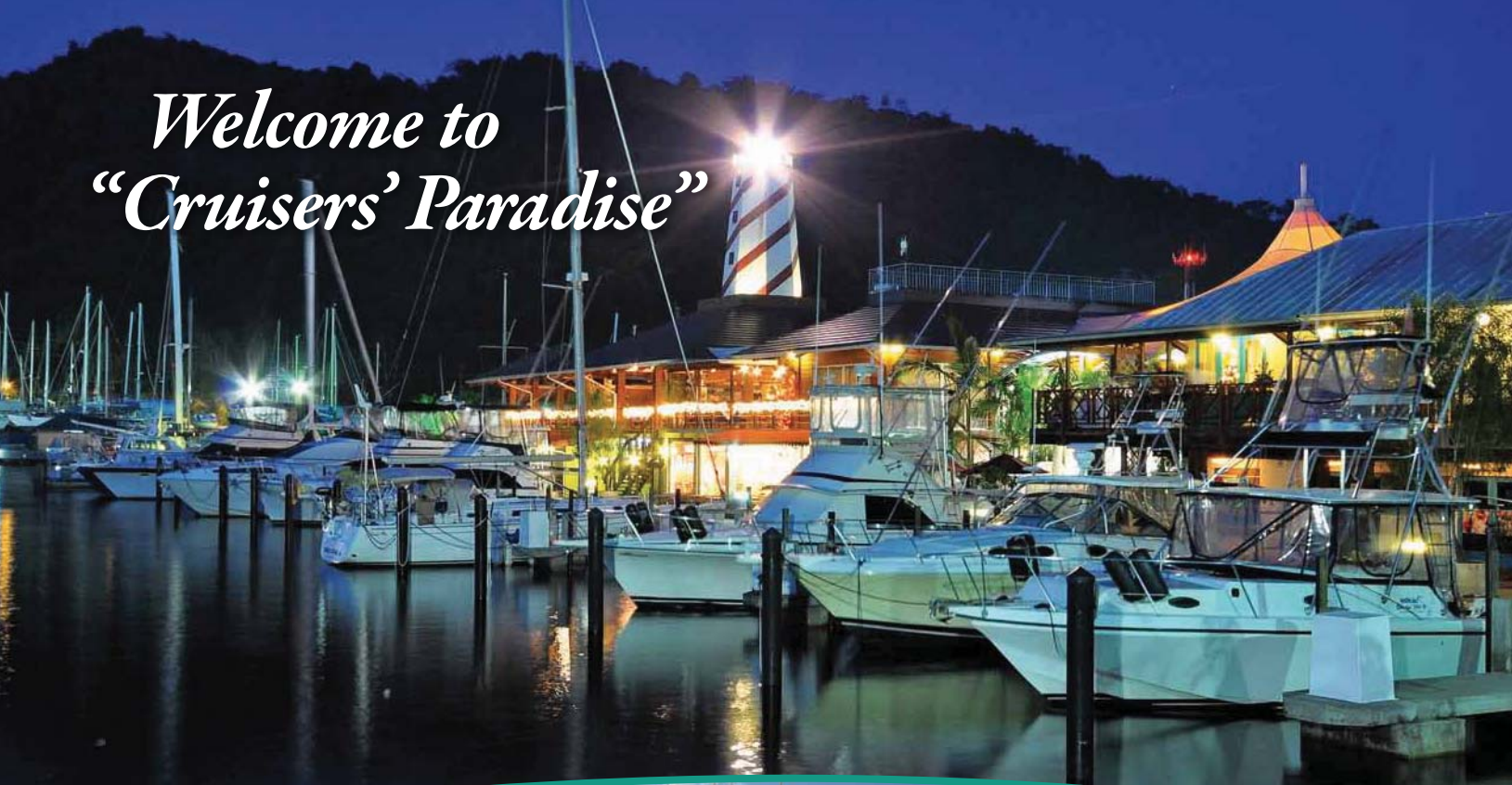
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MAKING MY CASE FOR A G-STRING

They say the two happiest times of your life are the day you buy a boat and the day you sell it. Well, here's to happiness because in December we bought another boat. You are probably thinking the editor is having a mid-life crisis, you know, Harley Davidson syndrome that affects men of a certain age. Well, you are wrong. It was my wife who found the boat online and steered me towards it. Okay, she did catch me sneaking out of the Harley dealership a week before, which only goes to prove that I married a very smart woman.

Our new boat is unlike any we have owned, being used to classic wooden yachts and steel clunkers that don't cut through the ocean but bulldoze their way through it. *G-String* is a lightweight Dudley Dix Caribbea 30 cruise/racer with a healthy beam and flat sections. She also sports a wing keel, which might be old hat now but to me is cutting-edge technology.

G-String was built in South Africa and sailed single-handed to the Caribbean in the mid 1990s. After some TLC, she will make a lovely cruising boat for the islands and should I ever get the urge to cross another ocean, she will be good for that too.

Here's how *G-String* got her name, or at least it is one version. The boat carries a spinnaker pole in fittings on the front of the mast. When the wind gets to a certain strength and blows between the mast and pole, it causes them to resonate and the boat sings a perfect 'G' note. I have heard it for myself.

It's a plausible story yet it doesn't explain the piece of skimpy ladies apparel I found buried away at the back of the chart table. Black and frilly they were, too. Whatever the truth, I now have Bach's beautiful Air on a G-String on my iPod and we are working on a logo for the boat that combines music and, well, underwear.


And on that note ...

A recent visitor to St. Maarten left quite an impression on the sailing community. Galia Moss is on a sponsored sail

around South America and the money raised is going to fund an education program in Mexico.

Sailing east to west around South America is no mean feat. First you must fight against the north going current as you head south down the coast of Brazil and then you have to make it to weather around Cape Horn or through the Straits of Magellan before turning north. With a length overall of 35ft, and of modern design and construction, her boat is no heavyweight but then neither is Ms Moss. However, given her spirit, I am confident that by working together with her boat she will complete this arduous voyage.

Many of the children who will benefit from her endeavor will never know or understand what she went through to help them gain an education. The ocean works in mysterious ways. Ms Moss is an inspiration and we wish her well.

The camaraderie of the sea is alive and well and living in St. Thomas! In this edition, cruiser Barbara Hart describes how she keeps fit by rowing her yacht tender around Charlotte Amalie harbor. Unfortunately for her, every time she goes out for some exercise, other boaters think she is in difficulty and gallantly dash to her rescue. This made me chuckle but the tradition of going to those in distress runs strong in our seafaring community. Better by far to be thanked and sent on your way with a friendly wave than to wake up in the middle of the night wondering if your tardiness means someone's now adrift in the middle of the ocean. 

See you on the water!



Gary E. Brown,
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THIS ISSUE

THE CARIBBEAN'S WATERFRONT MAGAZINE



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COVER SHOT: Daniel Miro and his sister Natalia take charge of the hunter 41 *Xommos* | **Photo:** Tony Miro



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Martin H. Samuel writes: "Here is a photo of myself taken September 14th 2012 in Greenwich, London, at the *Cutty Sark* – the 1869 clipper that held the record time from Australia to Britain for ten years."

"The plaque is interesting. In 1880, the First Mate, Sidney Smith, killed seaman John Francis and was allowed to leave the ship at Anjer, on the west coast of Java, by Captain Wallace, causing the crew to cease work in protest. Wallace continued the voyage with six apprentices and four tradesmen but became becalmed in the Java Sea for three days. In desperation as matters moved from bad to worse, he committed suicide by jumping overboard and disappeared."

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ISLAND EVENTS & INTERESTS

ALL AT SEA'S
CARIBBEAN COVERAGE



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Hiking Destination



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Sailors in the News:
Peter 'Wipers' Hoad
of Barbados



CARIBBEAN NEWS

A BRIEF LOOK INTO THE HAPPENINGS OF OUR WORLD

PHOTO: ONEDITION



Rán-Leopard
storms to victory

Zennström sets new Transatlantic Superyacht & Maxi Regatta record

Rán Leopard, helmed by Niklas Zennström and with Adrian Stead on tactics, completed the Transatlantic Superyacht & Maxi Regatta in 7 days, 8 hours, 59 minutes and 12 seconds to claim line honors and smash the course record.

Zennström and his 18-strong crew on their 100ft maxi covered 3,300 miles at an average speed of 18.6 knots.

The new course record beats the previous one set by *Hetairos* in 2011 by 25 hours, 59 minutes and 18 seconds.

Organized by the Yacht Club Costa Smeralda in collaboration with the International Maxi Association, the race saw six maxi yachts and superyachts leave Tenerife on November 26 bound for the YCCS Clubhouse and Marina in Virgin Gorda's North Sound.

offer high-quality one-design racing for accomplished skippers and their teams. First prize will be a week's stay for two at Nonsuch Bay Resort, Antigua.

"Antigua Sailing Week's reputation goes before it. Surely every sailor has it on their list of one of the regattas they'd most love to do and I think it is really cool to have the RS Elites racing there," says RS Sailing Managing Director, Martin Wadhams. "The Stadium racing format, with small courses and short races close to the shore really compliments the Elite's attributes. I reckon the racing will be fascinating to watch with very little separation between the boats."

Double Olympic Gold Medalist and multiple World International Dragon Class Champion, Poul Høj-Jensen, has confirmed his participation.

Grenada Sailing Festival

United Insurance Company Ltd., is to take up the key role of Title Sponsor for the Grenada Sailing Festival Work Boat Regatta for 2013. The company has been a top level supporter for many years and now moves into the central role for the 20th Anniversary celebration of this very popular high profile national event, held on the weekend of February 1st – 3rd on Grand Anse Beach.

Grenada's Petite Calivigny Yacht Club has a new Commodore

Grenada's newest yacht club has elected John Whitsett to the position of commodore for the next one-year term. Whitsett was the first official Club member when the Petite Calivigny Yacht Club (PCYC) started up in 2010, and has been an active committee member for most of that time. He is a familiar face around Grenada, particularly as owner and captain of

PHOTO COMPLIMENTS OF NONSUCH BAY RESORT



RS Elites racing
at Nonsuch Bay
Resort in Antigua.

RS Elites come to Antigua Sailing Week

Antigua Sailing Week's Lay Day will have a fresh and thrilling racing event, The Nonsuch Bay RS Elite Challenge. This invitational event will feature a fleet of RS Elites and will

the beautiful classic schooner *Raindancer* which is regularly moored at Le Phare Bleu Marina. He replaces Jeanie Parr who successfully governed the club as commodore since inception.

The PCYC was formed by a group of boating enthusiasts to support yachting events and water sports in Grenada, particularly in the Calivigny Bay area. New members are welcome. For more information, visit: www.pcycgrenada.com

Salty Dawg Rally arrives safely in BVIs

Following departure activities in Hampton, Virginia, and a few days of weather delays before departure, all 58 cruising boats of the Salty Dawg Rally arrived safely at their various destinations, with the majority going to the BVI, said Bill and Linda Knowles, co-founders of the rally. "The weather on the trip down was generally pretty good, with a few days of lots of wind and some without any wind, but all in all, it was a very successful passage by all boats," Bill Knowles said. "There were no injuries, no damage, and no serious issues. It really was fun for all."

EVENT CALENDAR

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



ANTIGUA

FEBRUARY 7 – 10

Jolly Harbour Valentine's Regatta | Sailing Regatta
www.jhycantigua.com
nickwhite55@hotmail.com



BEQUIA

MARCH 28 – APRIL 1

Bequia Heineken Easter Regatta | Sailing Regatta
www.begos.com/easterregatta
bsc@vincysurf.com



MIAMI, FL

FEBRUARY 14 – 18

Miami Boat Shows | Boat Show
www.MiamiBoatShow.com
lberryman@nmma.org
954-441-3227



PUERTO RICO

FEBRUARY 1 – 3

Club Nautico de San Juan Intl. Regatta | Sailing Regatta
www.nauticodesanjuan.com
vela@nauticodesanjuan.com
787-722-0177

MARCH 28 – 31

St. Barth Bucket Regatta Sailing Regatta
www.bucketregattas.com
hank@bucketregattas.com
401-965-3256



ST. MAARTEN / ST. MARTIN

MARCH 29 – 31

St. Maarten-St. Martin Classic Yacht Regatta
Classic Yacht Regatta
www.ClassicRegatta.com
info@ClassicRegatta.com
+599 5237671

FEBRUARY 28 – MARCH 3

St. Maarten Heineken Regatta Sailing Regatta
www.heinekenregatta.com
regatta@heinekenregatta.com
+599 544 2079



ST. THOMAS, USVI

MARCH 22 – 24

International Rolex Regatta Sailing Regatta
www.rolexcupregatta.com
styc@vipowernet.net
340-775-6320



TORTOLA, BVI

MARCH 25 – 31

BVI Spring Regatta and Sailing Festival Sailing Regatta
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info@bvispringregatta.org
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YACHT CLUB & FISHING CLUB NEWS

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BARKOW WINS CARLOS AGUILAR MATCH RACE

The USA's Sally Barkow played the 'comeback kid' by defeating the USA's Dave Perry 3-0 in the Finals at the 5th Carlos Aguilar Match Race (CAMR), presented by Ulysse Nardin/Trident Jewels & Time. Barkow, who has raced this regatta four times, placed second last year after a narrow defeat by Finland's Staphan Lindberg. The sorrow of that defeat made this year's win for Barkow and her crew – Annie Lush, Alana O'Reilly, Erik Champaign and Maggie Shea – all the sweeter.

"We worked hard as a team in these last few days and it paid off," says Barkow, who is ranked 6th in the Women's and 31st in the open match race rankings' divisions as of December 5th 2012. Barkow was awarded a distinctive Ulysse Nardin precision timepiece for her win.

A rain squall across Charlotte Amalie harbor minutes before the start of the Finals left light and shifty conditions in its wake. This didn't deter Barkow who won the first two matches against Perry.

In what proved the final match of the Finals, Barkow lead at the start and stretched her advantage to eight boat lengths by the windward mark. She lengthened her frontrunner position into a commanding 10 to 12 boat lengths by the finish even though her team battled through a kink in the spinnaker that cost them time and boat speed in the last downwind run.

"It was so shifty," says Barkow. "It was easy to get it either so right or so wrong."

This match-up of teams in the Finals was an interesting one as Perry, who is the author of *Understanding the Racing Rules of Sailing 2009-2012*, has served as Barkow's match racing coach.

"For me it was a win-win," says Perry of his team's second place finish and his student's first. "Sally's team is really good and they have evolved their game well. I was impatient. I had some advantages and gave them away. This either put me behind or put me further behind and Sally took advantage of that."

Two past America's Cup skippers went head-to-head in



PHOTO: DEAN BARNES

Winner Sally Barkow (left) and regatta director Verian Aguilar Tuttle at the prize-giving

the Petite Finals. Ultimately, the USVI's Peter Holmberg won 2-1 over the USA's Dave Dellenbaugh. Thus, Holmberg finished third and Dellenbaugh fourth in the final standings. Holmberg won this event in 2009.

This four-day Grade 2 match race was sailed in Inter-Club (IC)-24s. Forty-nine flights or 135 races were sailed in total.

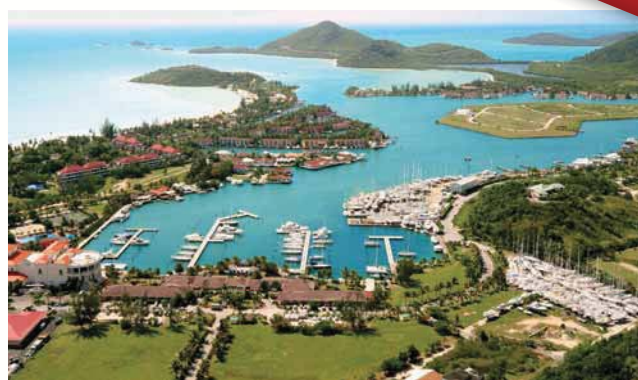
The St. Thomas Yacht Club (STYC) and the Virgin Islands Sailing Association (VISA) are organizing authorities for the CAMR, namesake for the late Carlos Aguilar, who was an avid sailor and match racer.

For full results, visit: www.carlosmatchrace.com



Report by Carol M. Bareuther.

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



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DREAMERS, DOERS, AND OTHER TURKISH DELIGHTS

BY CAP'N FATTY GOODLANDER



Selim and Nadire with Cap'n Fatty on Wild Card in Turkey

I meet many dreamers. That's fine. In order to *do*, you must first dream. Dreaming is an important first step on the road to actually getting off your butt and doing something—to living life zestfully. Alas, some dreamers are just that and only that—they are people who have mistaken the act of fantasizing *about life* for actually living it. ... they are sort of virtual adventurers.

This is understandable. Dreaming about sailing offshore is safer than, say, falling overboard in mid-ocean.

But life is short and my time limited. I prefer to avoid such people. While I always take a moment to advise an earnest sailor attempting to install a through-hull for the first time, I can't waste my time chatting with a dirt-dweller who *might* buy a boat and *might* someday install a through hull in it.

I hope that doesn't sound harsh—but my seconds are too precious to squander on wannabes-who-will-never-be.

In addition, I'm (happily) extremely busy. I sail *towards* life, not away from it. I have many goals—professional, artistic, and humanistic—which I've yet to achieve. I don't have time to sit around and pat myself on the back—or even allow others to do so.

Thus, I was very wary when, sitting in the marina in Finike, Turkey, a note was delivered to my boat that said, '... we're flying in to meet you!' accompanied by some incomprehensible, unpronounceable names.

Yes, I owe my national and international readers civility and courtesy—but where does that realistically end?

So I braced myself. I'd invite them aboard for an hour or so, and do my well-rehearsed 'charming seadog' routine—

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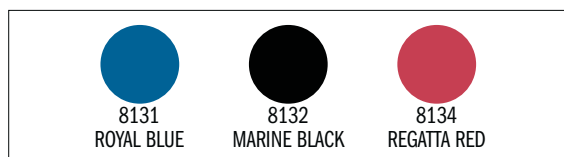


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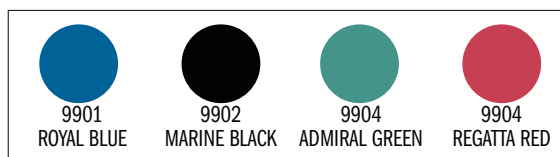


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 2 COATS, 3RD ON WATERLINE

maybe even sell a book or two. It was an interruption, true, but it was all part of the literary mix. If a writer works hard enough to deserve fans—he'd be an idiot not to (briefly, at least) nurture them.

Of course, I had a mental image of what they'd look like and what they'd be like—silly me! The couple who walked down the dock was completely unexpected in every way.

First off, they were Turks. While I'd like to think I had fans in England and America—my editorial viewpoint hardly caters to Turks. Second, they were both in glowing good health—with the aura of professional athletes. Third, they were smart as whips. Fourth, they brimmed with intelligent questions—the formulation of which indicated deep and careful thought. Fifth, they realized they were a possible intrusion, and were considerate of my time.

Or, to put it another way—I'd given them an inch, and they weren't about to take a mile. In fact, our meeting was over far too soon for my liking. I was just getting intrigued by their amazing, unexpected dynamism.

Let's take Nadire first: In a country where many women wore headscarves, she wore a diamond in her belly button. Her hug was more than genuine—it was loving. I'm not sure with which I was impressed more—that she was a doctor or a belly dancer or a respected author of medical text books.

Most of all, what she exuded was *fun*. She sparkled on every level—intellectually, socially, professionally, personally. She was happy. She was lit up. She was ready, willing, and able—a thoroughly modern woman with a rich appreciation of her convoluted cultural past.

One more thing was obvious about her—how much she loved, respected, and admired her husband Selim. I'm always attracted to women who love unabashed.

"She's special," I thought to myself. "She glows with a lust for living!"

Selim struck me as a sort of ... I know this sounds crazy ... a Turkish Einstein. There was something delightfully goofy and childlike about him—which was completely in sync with his towering intellect. He was completely at ease and comfortable and confident—without being arrogant in the least.

It was quickly apparent that he was a history buff with a near photographic memory—and not only understood what had happened down through the ages, but the precise date of it, exactly how many people were in the room, and how it all fit into the Big Picture.

His interests were extremely wide-ranging and eclectic—as befits a dirt-poor rowboat fisherman who eventually became a doctor, a surgeon, and the head of the Orthopedic Department in the largest hospital in Istanbul.

... suddenly, the whole 'Ottoman Empire' concept started to coalesce in my head—here was a man who, I'm sure, could wield an army as skillfully as a scalpel.

Finally, we got down to business in the cozy cabin of *Wild Card*. "... and what can I do for you?" I asked.

They hugged each other, like the excited lovers they were. Both grinned like the cat-who-swallowed-the-canary—as if they were sharing the most absurd, silliest secret imaginable. "We want to become ... how you say ... *sea gypsies*?"

Now, I am a collector not only of sea stories—but of people as well. Not many touch my heart—but when one does, I never let them go. Thus, I pursued Selim and Nadire with the same intensity as they'd originally pursued me. I contrived to pick-up the returning Carolyn (my wife) in Istanbul—and crash a few days at their place.

And what a place it was! The whole apartment was lined with books—in many languages. The first thing I did was spill a fragile antique china-and-gold cup of coffee onto their fabulous Persian rug ... and they were kind enough not to notice. (Perhaps I was a bit clumsy—being on terra firma, and all.)

Our experiences together were pure magic—the nicest, most interesting, most thought-provoking moments we had in all of Europe.

They halted their professional lives completely—and showed me an Istanbul I'd never believe existed. Where else are pigeons trained and released to perform aero acrobatics for you, where else do dogs wait for the traffic lights, where else does a bath take nearly a day, where else do the Christian and Islamic religions collide so artfully, where else does east-meet-west so sensuously—where else can you tack to starboard and sail into Asia, and tack to port and sail into Europe ... all within minutes of each other?

Yes, we sailed the Bosphorus (Bosporus) together in their modest sloop. Yes, we stopped at the small island Selim had managed to escape from. Yes, we visited the fishing harbor where he first rose to prominence.

Yes, we embraced Constantinople together—and she embraced us back. Yes, it was truly *The City at the Crossroads of Desire*. Our experiences together were pure magic—the nicest, most interesting, most thought-provoking moments we had in all of Europe.

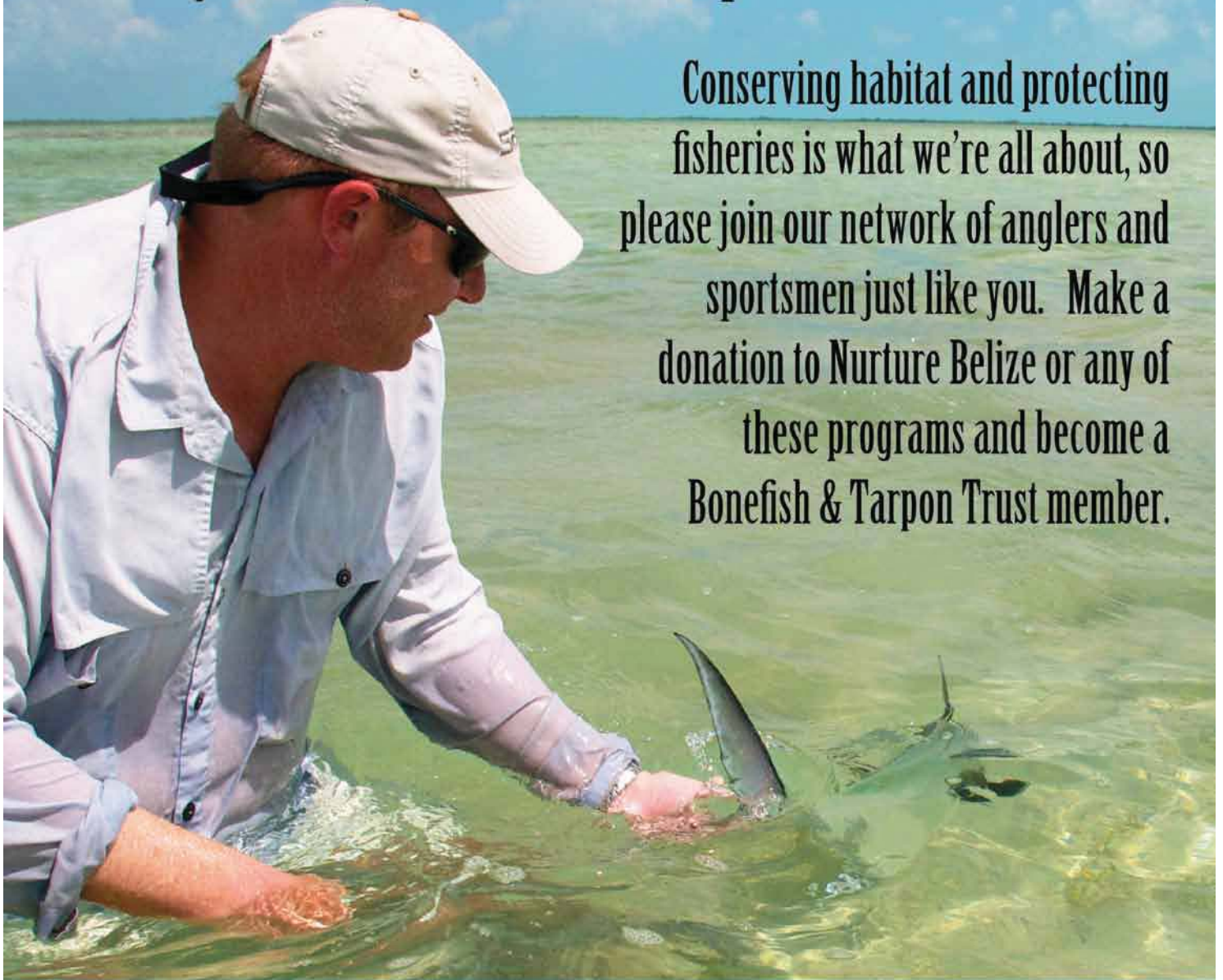
The funniest part was accompanying Selim on his teaching rounds at the hospital—it was just like Turkish-dubbed segment of the American medical TV show called *House*.

It was almost as if I'd sailed into a Turkish dream: when I need a piece of stainless steel machined for my boat—Selim clapped his hands and a genie named Mister Beautiful Nose appeared to whisk me off in his black Mercedes.

"... why are you surprised," asked Beautiful Nose, "don't you realize that the Maltese Falcon ... the world's largest sailing yacht ... was built only a few miles from here?"

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I did not. Suddenly, I felt like buying stock in the Ottoman Empire, Part II.

Throughout the whole time, Selim pumped me for boat-info, and Nadire snuggled with Carolyn for intimate details on the cruising life.

"... do you like aluminum Ovnis?" Selim asked. "You know—like your buddy Jimmy Cornell sails?"

"... how, exactly, do you preserve your meat without refrigeration—by canning it in a pressure cooker?" Nadire would inquire.

We bonded. They joined us in Greece—as we toured the lesser traveled Cyclades islands together.

They say the Greeks and the Turks hate each other—but we felt only love and respect. And they introduced us to Papa Gosh—a locally-famous sailor in Milos who "embodies all of Hellenic culture, and is also known as the King of Ouzo as well," according to Nadire.

Selim brought his scalpels—one never knows when a talented surgeon might be needed. But, the best news of all is that Nadire has brought her belly dancing costume as well.

"Why do you prefer the wind vane over the electric autopilot?" Selim would query between sailing adventures.

"Would you like some tea?" my wife Carolyn would ask.

"If a Turkish person is awake, they want some tea!" Nadire would grin back.

Now, exactly one year later, they have just arrived in the Lesser Antilles aboard their new 'dream boat'—the very same vessel they consulted us so thoroughly about. They had her custom built in France. She is an Ovni 445 named KEYFI.

They've just crossed the Atlantic without major problem—a life-long dream come true.

Now, the shoe is on the other foot—it is I (and we, dear readers) who must showcase our rich, complex Western culture in such a way that it makes sense to them—just as they did so graciously and patiently for us.

Yes, it is wonderful to host dear friends again. And, yes, I suppose it is good news that Selim brought his scalpels—one never knows when a talented surgeon might be needed. But, the best news of all is that Nadire has brought her belly dancing costume as well.

... and the Caribbean may never be the same!

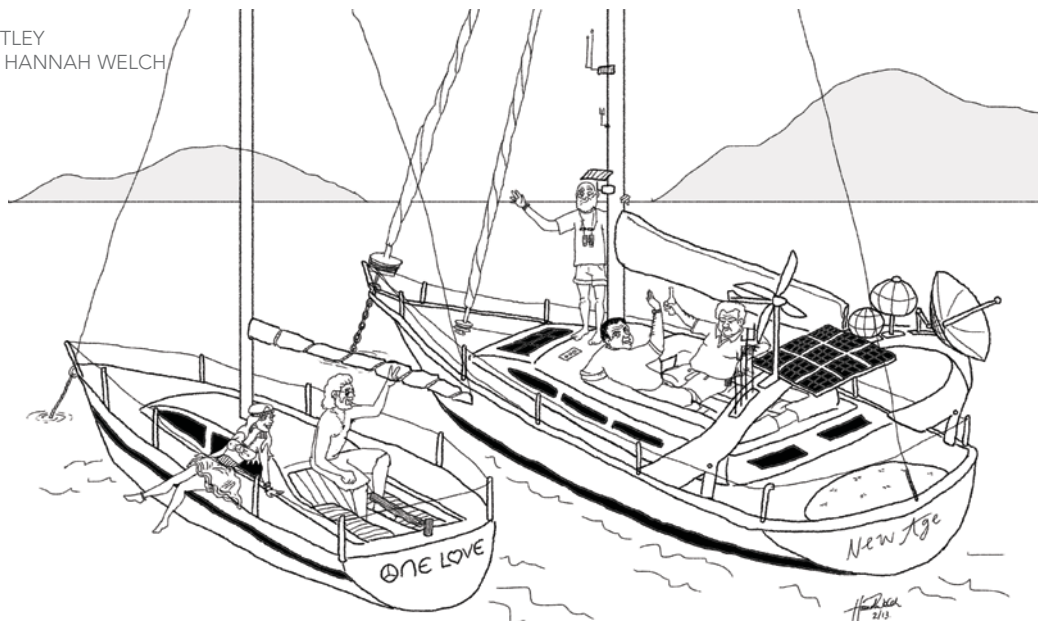


Cap'n Fatty Goodlander has lived aboard for 52 of his 60 years, and has circumnavigated twice. He is the author of *Chasing the Horizon* and numerous other marine books. His latest, *Buy, Outfit, and Sail* is out now. Visit: fattygoodlander.com

SAILING WITH CHARLIE

METAMORPHOSIS

BY JULIAN PUTLEY
GRAPHICS BY HANNAH WELCH



Charlie often contemplates his first offshore passage on his own boat, a 28ft engineless cutter, restored from dereliction and sailed to Bermuda from the Virgin Islands in the mid seventies. The boat was beyond basic but Charlie had learned the rudiments of celestial navigation and wanted to put his skills to practical use. The boat was fitted with a camping gas stove, a car battery for power, a radio direction finder and a small compass. Charlie's self-steering device involved the staysail and a piece of shock cord. His only safety equipment was a piece of line that he would tie around himself, the other end to the backstay. He installed his young girlfriend who had promised to keep him warm on cold evenings – it was the era of 'if you can't be with the one you love, love the one you're with'.

Charlie's first voyage was successful. They picked up the powerful Gibbs Hill light after seven days at sea. Charlie hove to until morning and almost got run down by a cruise ship. In the morning they tacked through the narrow entrance to St George's Harbour.

Charlie was recently asked to bring a boat south from near Annapolis to the Caribbean Islands via Bermuda. The yacht was a 51ft Island Packet; a heavy, full keeled cutter, rigged for ease of handling. She was equipped with a turbo-charged 100hp engine and 300 gallons of diesel. All sails were furling and the staysail was self tacking. A strong hydraulic autopilot did the steering. There were also electric winches for sheets and the nav. station was state-of-the-

art. There was radar overlaid on the GPS – in color, AIS, two satellite phones (one portable) and full internet capability and TV provided by the two huge boiled eggs mounted on the antenna arch aft. Each crew member was supplied with the very latest self-inflating PFDs with flashing lights and there were two EPIRBs aboard as well as a six-man life raft. Clearly she was a boat fitted out for geriatrics and for that Charlie was not disappointed as the crew were all friends of the owner and sixtyish, one nearer seventy.

Charlie was a week late in his intended departure scheduled for the first week in November: cause, Hurricane Sandy. Then a front followed Sandy up the coast. Finally they got away on the back of a Norther and the weather was freezing. Out in the Atlantic, three days of reaching took them to within a hundred miles of Bermuda. Then the wind veered east and increased to gale force with seas building to 10ft. If you weren't on watch you were horizontal. Charlie's mind wandered back 38-years. Cruising was as different as chalk from cheese. Back then he had a pretty little companion to cuddle up with. Now the snoring old geezers did not meet that requirement. But now he was a paid captain and back then he was a footloose and fancy-free sea gypsy.

Metamorphosis is a questionable thing, except for caterpillars!



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

INAUGURAL MANGO BOWL REGATTA HAS THE SWEET SMELL OF SUCCESS

REPORT AND PHOTOS BY MILTON CROMBAY



From the skippers' briefing on November 30th to the prize giving on December 2nd it was obvious that the Mango Bowl 2012 Regatta (MBR) will become an established event. After all hadn't it attracted yachts from as far away as Barbados and the massed hordes of the Surprise Class from Martinique to Fair Helena's shores? Unbelievably, this was the regatta's inaugural event and one which should put St. Lucia back on a few racing calendars (after a long absence) and give everyone involved bragging rights to the well-attended event.



The skippers' briefing was held at the St. Lucia Yacht Club (SLYC) and free transport picked up sailors who'd anchored in the marina and carried them to the Reduit Beach Club every 30 minutes in the pouring rain.

So many people attended the skippers' briefing that it had to be held in the SLYC's squash courts as crews renewed old acquaintances.

On Saturday morning the rain disappeared and racing in the five-classes (Racing 1 Spinnaker, Cruising 1 Non-Spinnaker, Catamaran Non-Spinnaker, Surprise Class and finally the J4 Class) began, just a little bit late.

A courtesy boat, *Endless Summer*, a huge catamaran, was made available for press and visitors and duly anchored off the buoy near Gros Islet where yachts finished an upwind beat and began the downwind leg. There were some tense moments at the mark.

It looked chaotic with boats spread right across the horizon as the five classes waited for their own air-horn start.

The Surprise/J24 Class was action packed, especially on day one with seven races in rapid succession. It would have taken a flotilla of press boats and probably a helicopter to have covered all the races. However, from our anchored position, we were close enough to the action to see just how tight each race was.

The red and white hulled GFA *Caraibes* (Martinique) lead most races and finished first in the Surprise Class. The way the crew rounded the buoy and popped the spinnaker was nothing short of robotic! It was a great performance by a skilled crew.


And this was just the first day!

Sunday's calendar began at 8:55am (well, sort of) with the third race for the Racing Class; third race for Cruising 1 Class; third race for Catamaran Class and finally the seventh race (of three continuous races) for the J24/Surprise Class.

The Mango Regatta has something for everyone and it was wonderful to see some of St. Lucia's old favorites such as *Cider with Rosie* and *Doubloon* back in action along with some beautiful Caribbean traditional wooden boats.

It was more of the same with the J24/Surprise Class, as catching GFA *Caraibes* looked "impossible n'est pas?" as they said along the waterfront.

The prize giving took place at the Ocean Club, the only restaurant/bar with a swimming pool in the marina. Island Global Yachting General Manager Adam Foster thanked everyone for a great couple of days and raised three cheers for one of the main organizers of the event Edgar Roe, a member of the Mango Bowl Regatta Committee, who'd done such a great job of contacting sponsors and persuading competitors to take part.

For a full list of sponsors, competitors and finishing positions, visit the SLYC's website: <http://stluciayachtclub.com> 

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SPROUTING BEANS WHILE ON PASSAGE

IT'S SUPER EASY

STORY AND PHOTOS BY KERRY BIDDLE-CHADWICK



Photos show Mung Beans in their various stages of sprouting

What to do when there is a month-long sea voyage ahead and a young family to keep healthy and well fed? The fresh provisions will only last so long into the voyage so other options have to be sought to stretch out the fresh supplies. The easiest and most vitamin-rich way of doing this is with bean sprouts. With the vastly increased vitamin and mineral content compared to dried provisions, bean sprouts are an easy way to keep the crew healthy. Sprouting mung beans, lentils and other pulses take far less water than having to soak the dried pulses before cooking and the rinsing water used in sprouting can be poured off into the rice or stew. Once they are sprouted, the beans require no cooking and can be eaten raw.

The act of sprouting creates Vitamin C, which is missing in dried pulses; increases the all-important B group of Vitamins, Vitamin E and Vitamin A; and the quality and digestibility of the proteins are greatly increased. With the increased energy output in the sprouting process, bean

sprouts turn into one of the super foods. A definite plus in a possibly vitamin reduced diet on a long ocean voyage.


The easiest way to sprout the seeds is to put just enough into a large jar to cover the bottom. Plastic containers can be used if glass is banned from the boat. Pour in enough water to just cover the seeds and allow them to soak for a few hours or so. Tie a clean piece of gauze or cloth over the top of the jar and pour off the water, draining thoroughly. The gauze will stop the seeds from escaping down the drain.

Every morning and evening, top up the jar with water to cover the seeds and then pour off again. Leave the jar tipped over for a few minutes to drain properly. This keeps the seeds damp, but not sitting in water, which will rot the seeds. They will begin to sprout very soon and can be eaten at any stage of the sprouting process. Plan on keeping two lots of sprouts on the go and stagger their start times to ensure a constant supply.

For tender, juicy mung bean sprouts, grow them in a dark

place, and for even more vitamin and mineral value, leave some of the sprouts to carry on growing until the first leaves start to appear. Put the jar into a bright spot for a day to turn the leaves green and then use the sprouts. Do not put into direct sun as this will dry them out and turn the tender root tips brown and hard.

Any pulse can be sprouted, but some sprout better than others. Large chickpeas should not be left to sprout for too long otherwise they start to go soggy. Use them in a stir-fry or salad as soon as the root shoots appear. The smaller mung beans can be left to sprout quite happily right up until the leaf stage. Make sure that the beans and pulses are meant for consumption as often those that are sold for growing have been treated with pesticides.

Raw sprouts are great as a high-energy snack when the weather is too rough to cook a good, solid meal and can be used to perk up salads, sandwiches, soups and stir-fries too. Try a few whizzed through a fruit smoothie for an extra boost. 

Kerry Biddle-Chadwick is a freelance writer who has been writing for Caribbean magazines and online newspapers since 2006.



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ROW, ROW, ROW YOUR BOAT

BY BARBARA HART



Keeping fit and enjoying the view

This apology and announcement goes out to cruisers in St. Thomas this winter. If you see a blond woman, rowing a red inflatable dinghy, assume she is exercising. It'll save a lot of time and help me keep up my heart rate.

We don't have a kayak on board, though it's on the list. When we purchased a new, hard-bottom dinghy last year, I discovered that it actually rows very well. Since I'm working on getting in shape, I've added rowing to my weekly exercise program. It's fun; provides an excellent workout for my upper body and abs, and you can't beat the view. Unfortunately, it's also unusual. Very unusual.

During this season's first row from the Water Island Honeymoon Beach anchorage, five people tried to rescue me. There is no hand sign that will stop them from steaming up to the dinghy to see whether I want help. If I wave my hands over my head, forming an X, it can be taken as 'Help!' as well as 'No, don't come over'. An upraised thumb or the OK symbol is too small to see until the rescuers are close and they can



Barbara makes it to the buoy without being rescued!

also be interpreted as 'Great, thanks for the help'. I've tried bending my arms at the elbows and moving them back and forth at my sides as if I were running. In two seasons of rowing, one woman understood I meant 'Exercising'. She still stopped by to make sure I was OK.

During the most recent episode, I first headed south to the neighboring bay and then turned northeast, with the red buoy as my goal. Shortly after I made my turn, Kirk Benefiel from *S/V Ainulindalë* stopped by to make sure I was safe. Kirk and his wife Donna are friends, and as soon as Donna had noticed me rowing, Kirk lowered their dinghy to offer a tow. I smiled and told him I was rowing on purpose for exercise, and he laughed and said, "I figured there was a 50/50 chance of that," cheerfully returning to his boat and morning coffee.

A number of folks live on Water Island and work on 'mainland' St. Thomas. Some travel ashore in their own dinghy, others ride the small ferry from the dock inside of the red buoy. In addition, cruising sailors take their dinghies ashore to Crown Bay Marina for shopping, sightseeing and laundry. Between meeting with Kirk and reaching the red buoy, I watched the birds, waved to cruise ship passengers, and declined help from kind people in three different dinghies. As I reached the buoy, I deftly steered my way around it for the turn back to my hot morning beverage, when two people showed up in a Boston Whaler. "You OK?" they asked breathlessly.


I smiled, nodded, and said, "Yes, thank-you. I'm just exercising. Sorry to take you out of your way." They smiled and assured me it was no problem. Feeling virtuous, yet vaguely guilty, I returned to *La Luna*.

Later that week, EW and I took the *M/V Lunah Landah* over to the Water Island dinghy dock so we could take a three-mile walk. When we returned to the dock, we met the young couple who had hastened to save me at the buoy. "You're the woman who was rowing," they said.

"Guilty," I laughed, "sorry about that."

He assured me that it was no problem, but that I should have heard what the ferry passengers had been saying because they were really worried. He told me that he'd tried to rescue me because one of the folks waiting on the dock had exclaimed, "She's going for the buoy. She's going to hang on to it!"

I could only shake my head and laugh.

I'll keep on rowing for exercise. I have life jackets and a whistle on board if I get into difficulties. There's also a motor hanging off the back. Anyone got any ideas how I can let folks know that I'm rowing my boat *on purpose*? 

Now sailing 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.



Joy Dunigan Photo

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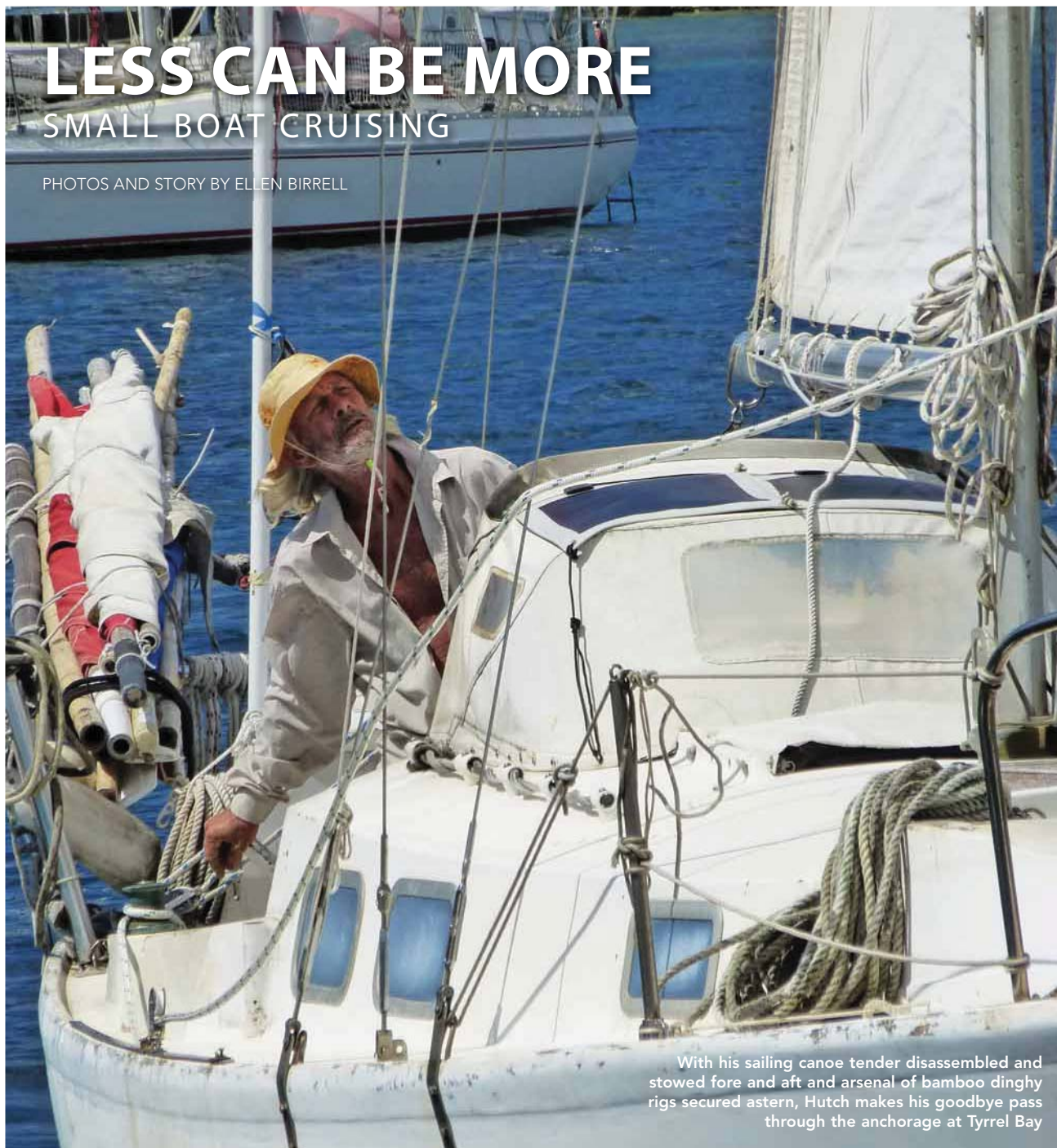
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SMALL BOAT CRUISING

PHOTOS AND STORY BY ELLEN BIRRELL



With his sailing canoe tender disassembled and stowed fore and aft and arsenal of bamboo dinghy rigs secured astern, Hutch makes his goodbye pass through the anchorage at Tyrrel Bay

It was the slowest Ensenada Race on record. There were four of us aboard Seraffyn, the Lyle Hess design Bristol Channel Cutter 28 that gained popularity when its owners Lin and Larry Pardey circumnavigated on a shoestring budget, and wrote books based on their adage 'go light, go simple, go now'. It was 1980, and my first husband Tom was enthused about our opportunity to sail with the famous pair. We were \$11,000 into building a Sam Morse design Bristol Channel Cutter 28 kit boat. I was already hav-

ing doubts about leaving behind what I had acquired, to circumnavigate in a 28ft boat.

Sloshing around in light winds and fog, pressed into a small cockpit, helplessness and nausea overcame me. Humiliated at the thought of attempting the 'bucket & chuck-it' method, even though the Pardeys excused themselves and disappeared below, I couldn't get myself to go. At 03:00, after 15-hours at sea, I couldn't wait to get off the boat, use a conventional bathroom and sit down over a hot meal. Young

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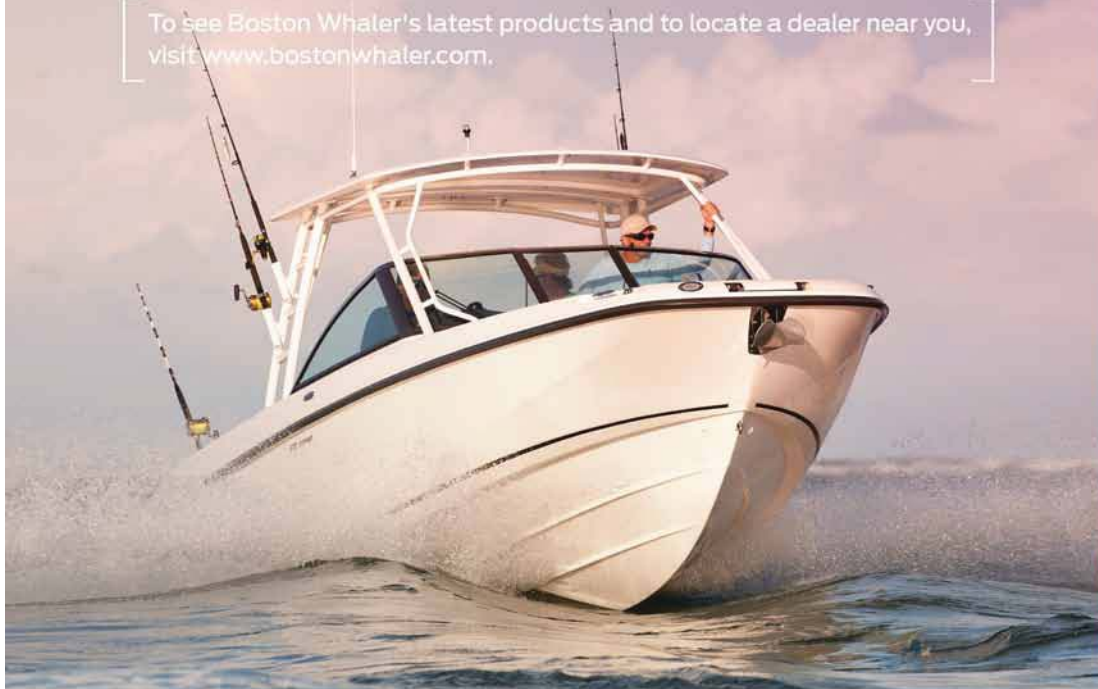


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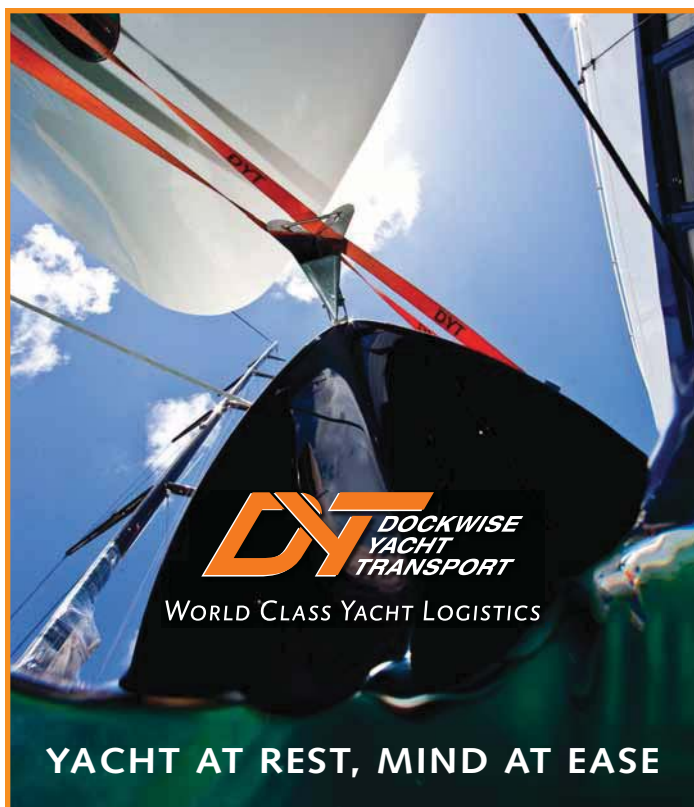
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TO THE CARIBBEAN

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

TO THE EAST COAST USA

Genoa → Port Everglades 03/2013
Genoa → Port Everglades 04/2013
Genoa → Port Everglades 06/2013
Genoa → Port Everglades 08/2013
Genoa → Port Everglades 10/2013
Genoa → Port Everglades 12/2013
Marmaris → Port Everglades 08/2013
Palma de Mallorca → Newport 04/2013
Palma de Mallorca → Port Everglades 04/2013
Palma de Mallorca → Port Everglades 05/2013
Palma de Mallorca → Port Everglades 09/2013
Palma de Mallorca → Port Everglades 10/2013
Palma de Mallorca → Port Everglades 11/2013

VOYAGES FROM THE CARIBBEAN

TO THE MEDITERRANEAN

Martinique → Genoa 03/2013
Martinique → Genoa 11/2013
Martinique → Toulon 06/2013
St. Thomas → Palma de Mallorca 04/2013
St. Thomas → Palma de Mallorca 11/2013

TO THE EAST COAST USA

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

VOYAGES FROM THE EAST COAST USA

TO THE CARIBBEAN

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

TO THE MEDITERRANEAN

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

TO THE PACIFIC WEST COAST

Port Everglades → Golfito 12/2013*

TO THE SOUTH PACIFIC

Port Everglades → Auckland 12/2013*
Port Everglades → Brisbane 12/2013*

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

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Jim Hutchins transports a mast utilizing highly functioning sailing canoe tender

and impressionable, it was a shocking first introduction to small boat cruising. I soon abandoned Tom's dream.

Sailors like the Pardeys forego heads and holding tanks in favor of storage and other functionality. But not all small boats are designed or outfitted the same way.

After a career running a flight school in Boulder, Colorado, Jim 'Hutch' Hutchinson tried sailing. Fascinated by aerodynamics, but plagued by stacks of paperwork and too much time in the office, Hutchinson was seeking a change.

"It didn't take long before sailing took over," he says. "I left Colorado, bought a boat and cruised to the Bahamas."

After several years, Hutchinson ventured deeper into the Caribbean, arriving in The Grenadines in 1994. He never left.

Choosing a fiberglass Bristol 2 for its strength and full keel, this man is passionate about seamanship and designing sailing dinghies. He refined our understanding of best practices for anchoring, storm management, knots and rigging. He brandishes a MacBook and handheld GPS, but doesn't hold truck with higher, larger rigs or the vast interiors, electronics, plumbing, pumps, engines and generators that are found on bigger boats.

Spending an afternoon aboard Hutch's *Ambia* makes our 40ft sloop seem like a luxury yacht. Other cruisers say: "Everyone wants something bigger. They are more comfortable at anchor. Let's face it; we all want more room and amenities."

Do we?

Hutch has time for ice cream, sailing derbies, writing, designing sailing canoes and supporting junior sailing.

With less storage, there is pride in water conservation and catchment systems. A mister at the end of a short hose in the cockpit constitutes a shower. Air conditioning? No. His mister or a dip in the ocean suffices. With a defunct wind generator astern, two small solar panels charge Hutch's computer and a small bank of batteries.




Fuel docks and marinas are irrelevant. Collecting rainwater and avoiding diesel or gas-powered engines, leaves just a quick trip ashore for cooking gas. Foregoing refrigeration or an oven, most of Hutch's meals aboard are cheese sandwiches. "I stuff spinach in or bite into a fresh pepper like a pickle to get my greens."

A misconception about small boat single-handers is that they must be kind of nutty to live in isolation. Truth is they gain a social network in anchorage communities that is robust. Access to neighbors is open and often. Sharing coffee, sundowners, potlucks or just standing alongside another vessel for an 'across the fence' conversation is commonplace. Many single-handers like Hutch are well read and develop a deep knowledge of marine skill that instills confidence. Confidence is a major building block for charisma and communication that leads to meaningful relationships. Small boat life facilitates this.


Hutch's chief complaint: "Yachts come into the anchorage and think they can anchor right next to me. I need as much swinging room as anyone else!"

Nestled in *Ambia's* tiny cockpit, my knees interlocked with husband Jim, he goes into battle with Hutch, whiling away the hours with chess and chatting.

With no pretense or materialistic distractions, there is a deep-felt intimacy with the birds, fish, breeze, and environment. Conversations are satisfying.

Becoming part of the Caribbean fabric, Hutch's work with youth sailors, his writing and other contributions have created community and been a model for us. Going small has made all the difference. 

Living aboard since 2009, Ellen and her partner Jim Hutchins make the Eastern Caribbean loop each year. For details of their Caribbean sailing community, visit: www.boldlygo.us



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ELECTRIC BILGE PUMPS 101

BY THE EDITOR

PHOTO: OCEANMEDIA



Bilge pump with built-in float switch

If you have ever been on a boat that is taking water, a lot of water, then you know the value of a good bilge pump. During my sailing career I have been part of 13-man chain gang passing buckets from hand-to-hand on a sinking Dutch barge offshore in the English Channel. And I once sailed a wooden boat alone across the Atlantic that required 22,000 strokes of the pump handle to keep her afloat. I know the numbers are correct because to keep track of the amount of water coming in, I counted each stroke and made a note in the log. The leak never got any worse and I became very fit during the 3000 mile voyage.

Why am I talking about bilge pumps? Well, recently we bought a 30ft cruise/racer and when I checked the electric bilge pump, it was incorrectly wired. If you are going to install an electric bilge pump then sense dictates that it should work automatically as well as manually.

The pump in our boat was wired directly to an oversized breaker. Not only was this a fire hazard it meant that when the main battery switch was turned off, the bilge pump was turned off with it.

Some electric bilge pumps come with built-in float switches while others require a separate switch. Our pump, a Rule-Mate (RM) 500 with a built-in float switch, has three



A three-way switch for manual or automatic operation

wires coming out of the top of the unit: black (ground); brown (positive); brown/white (positive). To work in either automatic or manual mode, the positive wires must go to a three-way switch. I chose a Rule 41 switch with a built-in fuse holder and red warning light. The chandlery had a similar switch for half the price. I opened the packet and deemed it half the quality.

Most switches and bilge pumps come with simple wiring instructions that are easy to follow. The switch does not include a fuse. The manufacturer recommends a 2.5 amp fuse for the RM 500. Larger pumps call for a larger fuse. Do not exceed the size of fuse recommended by the manufacturer.

Something else to bear in mind when fitting an electric pump (or any electrical equipment) is the distance the wires run from the power source. The RM 500 called for 16 gauge wire for a run of 25ft., longer runs call for heavier wire. To



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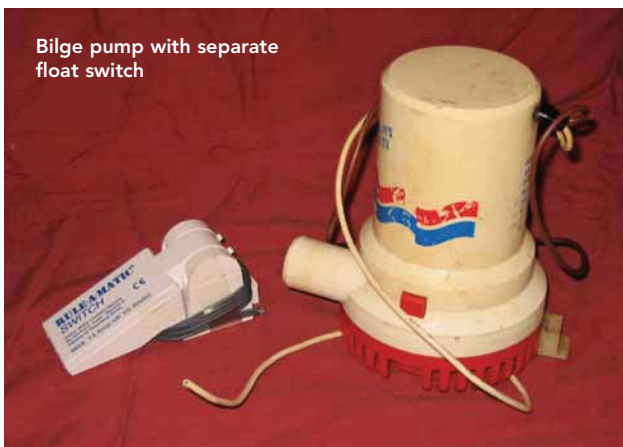
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size wiring, you need the wire length from the power source to the appliance and back to the power source. Doubling the straight line distance to the battery or electrical panel is not adequate. You must determine the actual length of the wire by measuring along the path it will follow-up, over, and around. It is not unusual for a wire run to be more than twice the straight-line distance. Remember, the smaller the wire, the larger the drop in voltage.

Notes on pumps and pump capacity

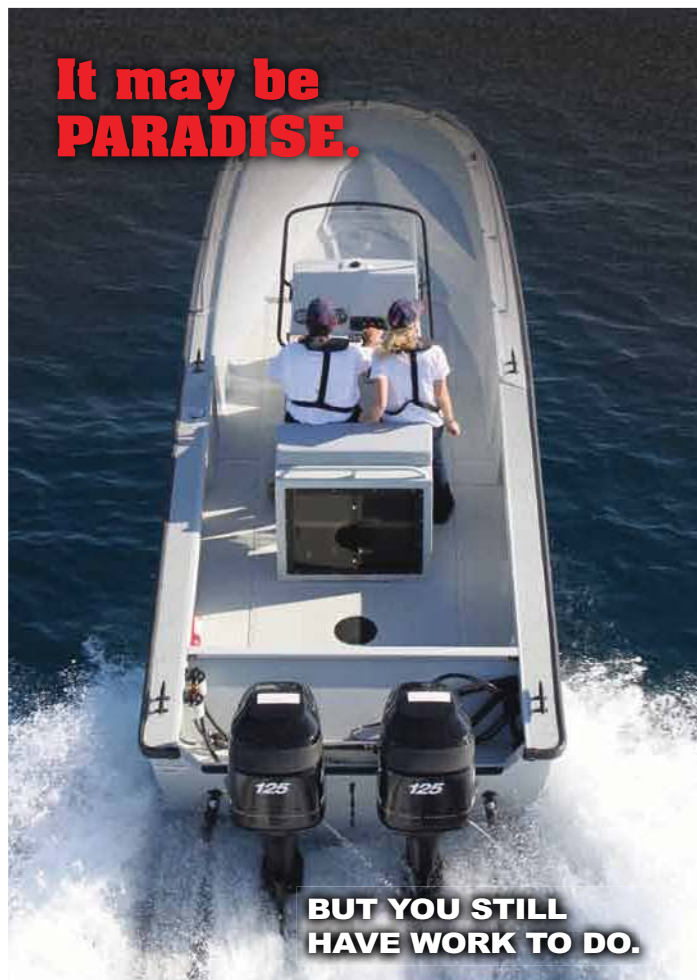
Pumps should be fitted in the lowest part of the bilge. Wires from the pump should be fastened in such a way that they are kept dry. Don't let them trail in the bilge water. This is important because most pumps do not empty the bilge; they leave behind a small amount of water. The float switch in the RM 500 only starts the pump when there is about three inches of water in the bilge and it switches itself off before all the water is gone.

Leave at least two inches of clearance around the pump. This will help prevent clogging with bilge debris.

Pumps are rated by the amount of gallons per hour they can shift (GPH). The figure is rather meaningless because so many factors are involved. A 500 GPH pump, installed and wired correctly, and running from a well-charged battery putting out 13.6 volts, might move 500 GPH when pushing a head of water parallel with the pump, however, bilge pump outlets are set high and this calls for lift. Lift dramatically reduces the amount of water a pump can shift. The performance data given for the RM 500 says a lift of 3.35ft will reduce capacity by 140 GPM. A lift of 6.7ft reduces capacity by 270 GPM, and that is more than half!

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

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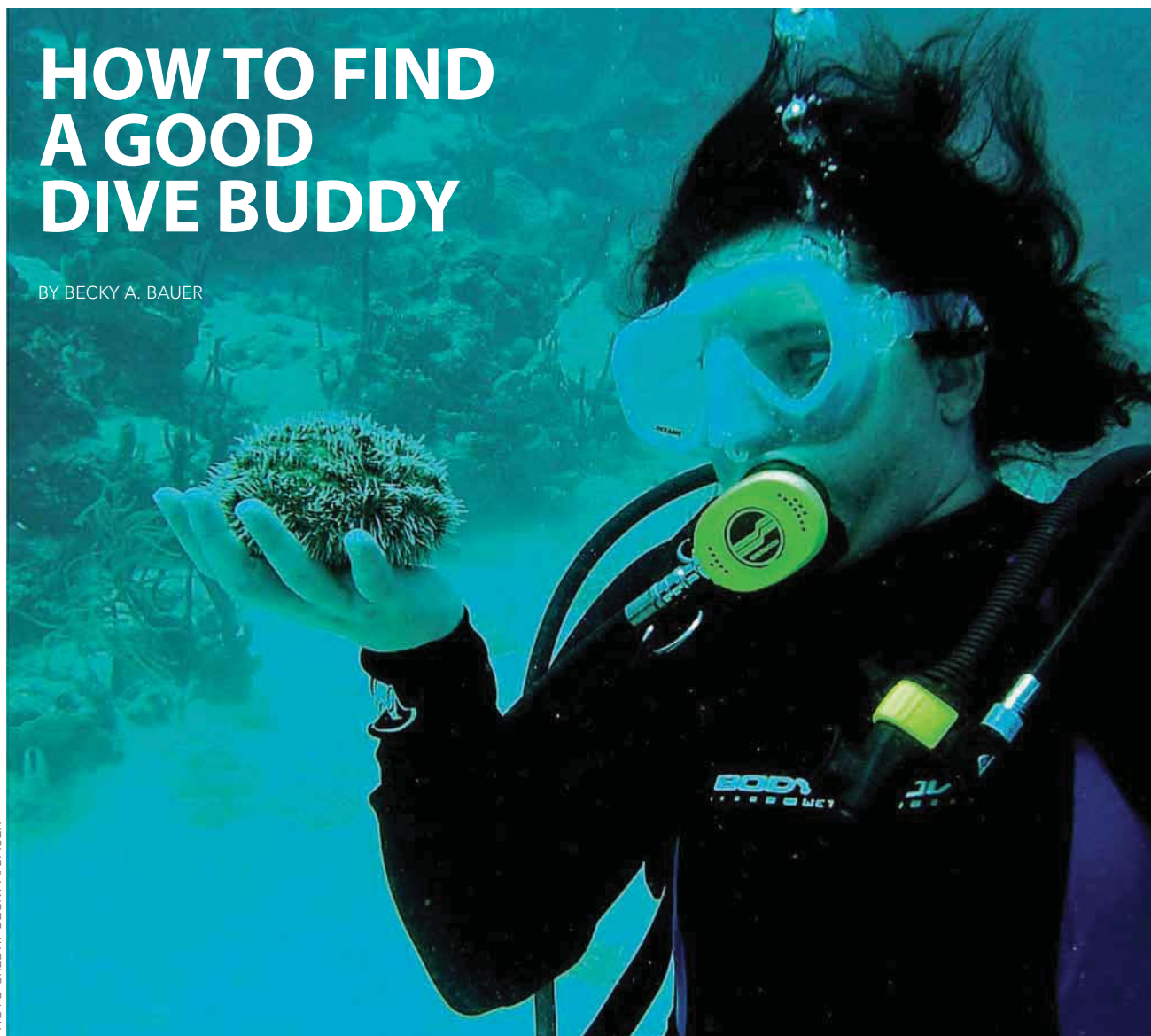


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HOW TO FIND A GOOD DIVE BUDDY

BY BECKY A. BAUER

PHOTO CREDIT: BECKY A. BAUER



As we wrote in a previous article, solo diving is not widely accepted so divers using a commercial dive operator are forced to buddy up. If a diver is fortunate, his best friend is also a diver, works the same schedule, has the same free time, has the same discretionary income, and is ready to go diving at the drop of a hat. Not many divers have that luxury, so finding a buddy becomes a major issue. Many of us find ourselves traveling alone on a dive trip having no idea with whom we will be diving.

A bad dive buddy can turn a dream dive trip into a nightmare while a good buddy makes the trip one to be remembered for a lifetime. The question becomes how to find a good buddy amongst strangers.

First, avoid cattle boats (commercial dive boats capable of carrying dozens of divers) that assign dive buddies if one arrives alone. Once and only once, out of pure desperation

to get in the water after a few months off, this writer lost her mind and got on a cattle boat where I was assigned a buddy. How bad could it be ... one dive?

It was bad, really bad. He was a go-as-fast-as-you-can diver. Eventually he went missing, so I began running a search pattern. Low and behold, from the far side of the reef where he was not supposed to be, I saw bubbles. I'd started in that direction when I noticed he was coming at me like a torpedo with a loaded spear gun and his finger was on the trigger. No matter which way I went or how much I signaled to put the gun down, the little Lone Ranger kept coming with the spear pointed at my chest. There was nowhere to go but behind a very small coral head. As he came around the bend I snatched the gun away, unloaded it and headed back to the cattle boat with the Lone Ranger in tow. He was not happy that his newly

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found treasure was confiscated and never grasped the idea that he could have killed someone.

Secondly, pay attention to body language and attitude. Is that one's hand trembling as he sets up his gear? Is that one fumbling and stealing glances at other divers setting up? Is that one proclaiming loudly that he was a Seal or a Navy diver? Trembling hands likely means the diver is scared. Fumbling with gear while sneaking glances at others' gear likely means, 'I don't have a clue'. As for the former Seals and Navy divers, well ... how come you put your regulator on your tank backwards? Talking rapidly or high-pitched laughing can also be a clue to a stressed diver who won't make a safe buddy.

Another sign of an unsafe diver is fidgeting with his gear once it is set up. Is he constantly checking his air, adjusting straps and weights, is he isolating from other divers, or talking too much? Most importantly, how is he adjusting his dive mask? A good diver rarely if ever readjusts his mask because he's found the sweet spot, however, if the diver's tugging at the mask strap to the point it's embedded in his skin, then beware. The chances are he will likely panic if water enters his mask. A good diver should be able to dive without a mask in an emergency rather than bolt to the surface in terror.

Once in the water, descend slowly and watch the new buddy. Is he still fidgeting with his mask and gear? Is he bobbing to the surface using the excuse that his gear is faulty or he needs another 20lb of lead? Do his eyes look like the proverbial 'deer in the headlights'? Is his pressure gauge rapidly dropping because he is huffing air like a freight train? These are all red flags.

Finally, whether on a cattle boat or a smaller vessel, remember who pays the bills. Look for the signs listed above. If at all uncomfortable or wary of an assigned dive buddy, take the captain aside and

demand another. Dive operators work for divers, and those divers should never be forced to dive with someone who presents a danger.



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

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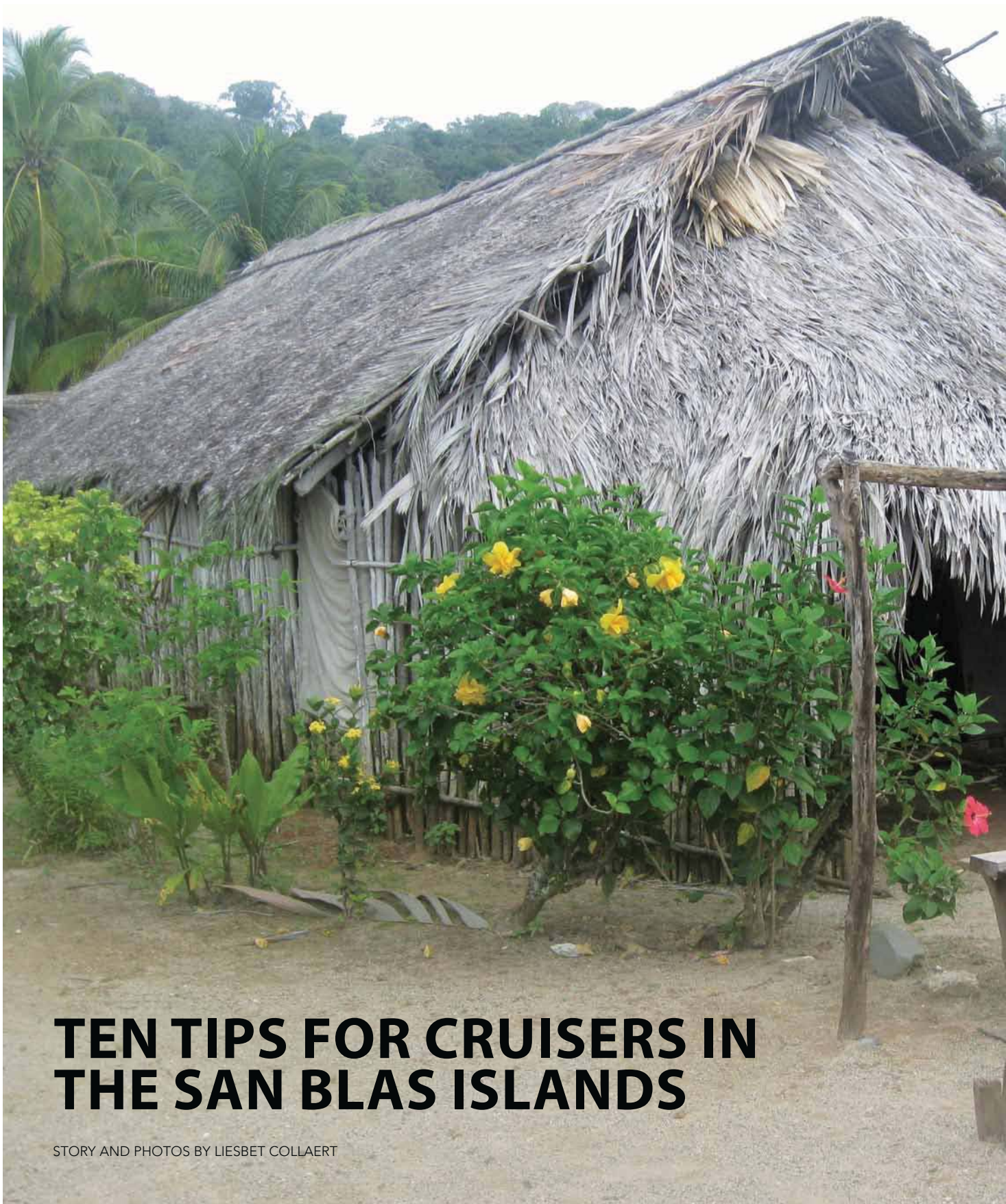
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TEN TIPS FOR CRUISERS IN THE SAN BLAS ISLANDS

STORY AND PHOTOS BY LIESBET COLLAERT

Well-kept Kuna hut and village on Isla Pinos



Every year, more cruisers leave the comfortable Eastern Caribbean and head west. When waiting for the right weather windows, especially off the Colombian coast, the sail to the Western Caribbean is a breeze with plenty of interesting stops along the way. Once cruisers reach the other side of the Caribbean Sea, they at least spend a few weeks in the marvelous San Blas Islands, or Kuna Yala – as the region is called locally – before transiting the Panama Canal or continuing further north.

The San Blas region has become quite popular in recent years – who wouldn't want to sit in idyllic anchorages, surrounded by picturesque palm fringed beaches, while inviting coral reefs are only a swim away? But once you arrive, it is not obvious how you deal with certain parts of the cruising lifestyle, particularly during longer stays. While visiting the unique indigenous Kuna villages, you are courteous, friendly and reserved, but when can you snap a picture? Here are some practical tips about life in Kuna Yala for a boating visitor.

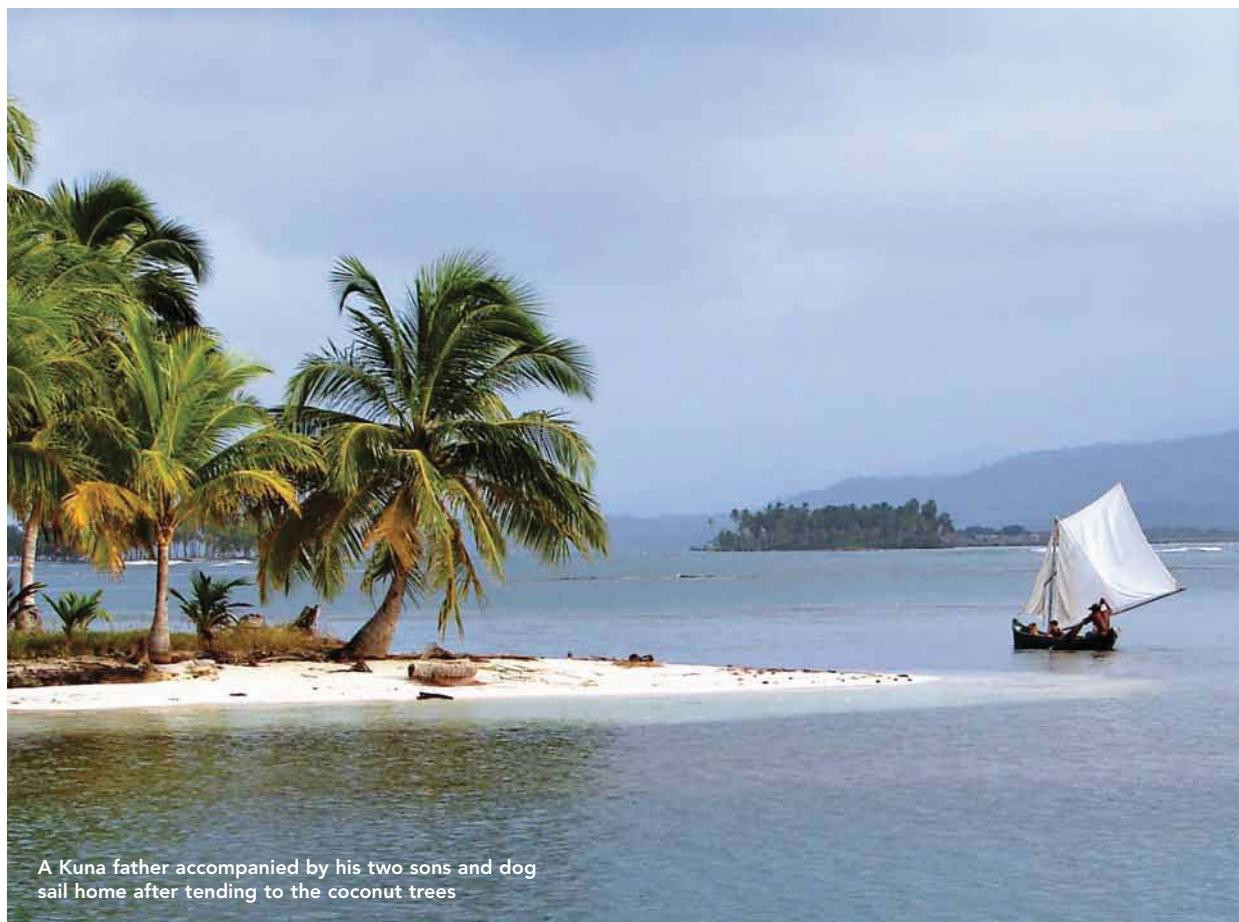
1: Check-in

Checking into Panama and the San Blas Islands is easier, cheaper (\$0.50 for two copies), and more relaxed in Portobelo than in El Porvenir, where extra fees are charged. There is no need to head there straight away, but don't

Who looks the coolest?
Group photo in Ustupu



Ten Tips for Cruisers in the San Blas Islands



A Kuna father accompanied by his two sons and dog sail home after tending to the coconut trees

overstay your welcome ... For the \$193 cruising permit, valid for a year, a bus ride into Colon and a visit to the Port Authority is required.

2: Taking Pictures

Kuna women are colorful, children are smiling and playful, thatched roofed huts are very picturesque and ulus (dugout canoes), with or without sail, are eye catching. In the more traditional eastern part of the archipelago, adults and sometimes even kids don't like their picture taken, but photographing other parts of the village is accepted. Make sure you visit the sahila (chief) in the congreso (biggest hut) to introduce yourself before you start strolling around, and leave before dark. In the busier western part, expect to pay \$1 per photograph of adults and always ask permission first.

3: Provisioning

Stock up before you arrive, especially on alcohol, butter and non-poultry. Most villages offer tiny Kuna breads, eggs, canned food and flour. Fresh produce and chicken are available in Nargana (Rio Diablo) and Wichubhuala. A well-stocked vegetable boat does its rounds in the more

popular anchorages and fishermen will occasionally come by with fresh fish, crabs or lobster. Local entrepreneurs might swing by with eggs, beer, milk or wine. The islands offer thousands of coconuts, high above or just lying about; don't take them, no matter how tempting ... This is Kuna rule #1!

4: Gasoline, Diesel and Water

All of these necessities are available in the San Blas—if you know where to look—and Nargana is the place to start. Gas and diesel can be bought off a local man (with a decent dinghy dock) on the way to the municipal dock/bridge. There are three ways to obtain fresh water: Collect rainwater; take the dinghy up the Diablo River for three miles and fill jerry cans behind the engine-free barrier or stop in Rio Azucar where for \$10 you can buy as much water as you want by filling jerry cans or docking the big boat (extra \$5).

5: Laundry

Go up the Rio Diablo and join the local families doing laundry by hand, leave your dirty clothes with the laundry lady in Nargana or collect well water for the job.



Ulus (dugout canoes) in Ustupu, the biggest town in Kuna Yala with Irie and mainland Panama in the background

6: Garbage

Garbage procedures are comparable to long voyages: Recycle as much as you can. Food scraps go overboard (at night), aluminum cans are welcomed by visiting Kunas, who sell them to the Colombian trading boats, glass is smashed and cans are opened at either end; both are sunk offshore in deep water. Paper follows suit or is burnt below the high water mark along with plastic. Other trash is stored until it can be discarded properly on the mainland. Never give your garbage to the Kuna Indians.

7: Internet

WiFi is non-existent in Kuna Yala. The way to get online is by obtaining a 'dongle' before arrival; buying a Digicel SIM-card (possible in Ustupu), Digicel phone cards (possible in every village) and a cell phone (sometimes possible in Nargana), put minutes on the SIM-card and use their terrible 2G cell phone network. There is an 'internet café' in the Lemmon Cays, where you can plug in your own laptop.

8: Cost

Local food is affordable. Villages in the eastern San Blas charge up to a \$10 anchoring fee in return for a receipt that is

valid for a month. Intricately sewn molas and other souvenirs are readily available, bargaining is sometimes possible.

9: Buy, Trade or Give Away

Many Kunas who visit charter and cruising boats have made it a habit to beg for cokes, cold water, soap, candy (what happens with the wrappers?), baseball caps, magazines and other items. We have been successful in trading desired items for food and molas. Extra tip: have fenders ready and low enough for when your visitors show up in their wooden ulus!

10: Communication

Every morning at 8:30am the Panama Connection net starts on SSB 8107, where cruisers check in and questions are answered. San Blas cruisers also stand by on VHF channel 72 and they are a helpful bunch.



Liesbet Collaert is a former teacher and freelance writer who lives and cruises on S/V Irie with her husband, Mark. Visit: www.itsirie.com Blog: <http://xwaters.com/blogs/liesbets-blog>

SYDELLE GIFFORD

JAMAICA'S FIRST FEMALE BOAT CAPTAIN

BY SABA IGBE



Captain Sydelle Gifford with
First Mate Jason Powell

Sydelle Gifford has been a boat captain with Island Routes Caribbean Adventure Tours since 2011, but water has always been part of her life. As a child, her parents owned a water sports business on the beach in Negril. When the business shut down in the 1990s, she became involved in scuba diving, water skiing and parasailing. As a child, she started sailing as a hobby and later this grew into a job opportunity. Now in command of the 65ft catamaran *Kool Kat Kelly*, Gifford is Jamaica's first ever female boat captain.

Gifford's hometown of Negril, a resort on Jamaica's east coast, is a tourist friendly area that she remembers as "a good place to grow up." Although there isn't much yachting in Negril, there are lots of other water sports in which locals and tourists can get involved. Gifford says she wouldn't be a boat captain today if she hadn't been raised in Negril.

Like many residents of the town, Gifford worked at various hotels and resorts before joining Island Routes. Her



Kool Kat Kelly

previous resorts had sailing programs and, during her training at Island Routes, she became a regular member of a boat crew. As crew, she assisted the captain with navigation and maintenance. Later, her manager encouraged her to train as a boat captain and in 2011 she passed the exam and received her letter of acceptance.

As the captain of *Kool Katt Kelly*, Gifford is in charge of the scores of tourists who sail on the boat and oversees a crew of eight.

Kool Katt Kelly is licensed to carry 120 people and on-board entertainment includes a water slide, open bar, and a live DJ. Crew includes first and second mates, navigational crew, and a bartender. Gifford typically sails for three hours along a seven mile stretch of coast that offers breathtaking views. Sailing twice a day, the afternoon Reggae Catamaran tour is family friendly and for children to enjoy sailing along the coast with stops for snorkeling.

Although she has accomplished so much, Gifford says she is still learning and even though she holds a coxswain license, she takes classes to keep up with changing technology.

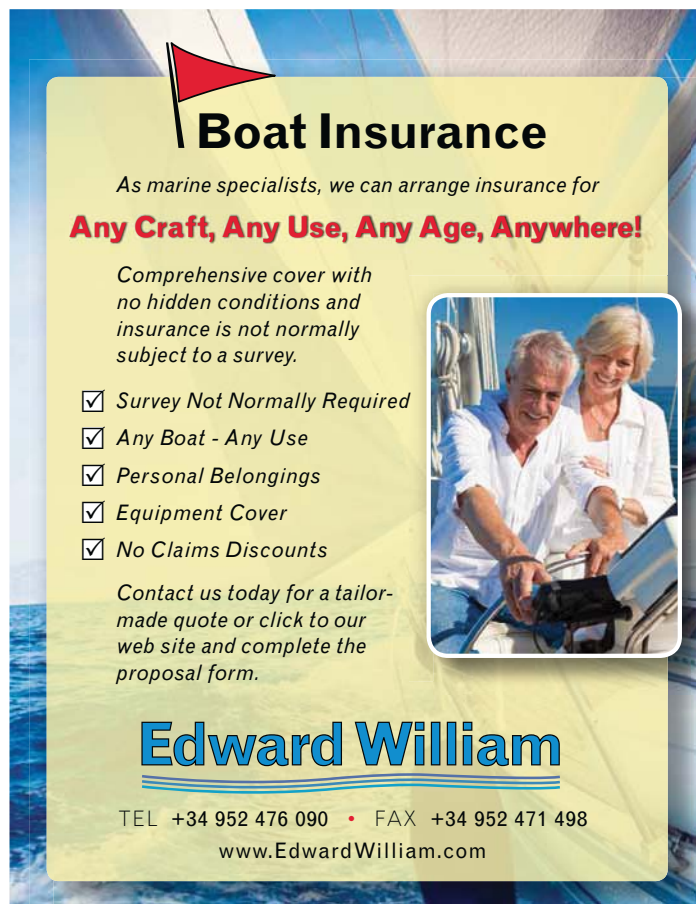
Working to a busy schedule, Captain Gifford still finds the time to be a mother – she has a 14-year-old son in eighth grade, and a daughter who is nearly four. One daughter has Down's syndrome, and Gifford is a member of the non-profit Jamaica Down's Syndrome Foundation (JDSF), where she has the opportunity to work with parents and therapists. The parents in the foundation work on behavioral challenges and physical and speech therapy. They also work with children with autism.

Juggling life as a yacht captain and her work for the JDSF is not without its challenges, not least of which is the long drive from Negril to Kingston to support the foundation. She has been fighting to get more resources to her hometown but notes it's hard to balance work and family. "I don't know how I do it," she admits.

Sometimes, she takes her children out on the catamaran. "Being out on the sea with dolphins and sting rays is fun for them," she says and recommends that children get into water sports.

Gifford says not many women sail but she encourages them to try it. She suggests that women in her area could start by working in water sports and notes that hotels usually have diving, tubing, wind surfing, fishing, and sailing. "The lifeguard exam is given once a year in Negril. I suggest you first take that and then apply for a job at a water sports facility."

Saba Igbe is a freelance writer based in Kingston, Jamaica. He is a contributor to The Jamaica Observer, Rue Morgue and World War II Magazine.



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The IC24 *Cachondo* with Marco Teixidor at the helm, leads Jaime Torres and his new Melges 32 *Smile and Wave* towards the mark

DISCOVER THE CARIBBEAN SERIES

MANY WINNERS IN PUERTO RICO

BY CAROL M. BAREÜTHER

Plenty of racing and parties spelled loads of fun at the Discover the Caribbean Series, hosted November 9th to 11th out of Puerto Rico's Ponce Yacht & Fishing Club.

Sergio Sagramoso, driving his J/122 *Lazy Dog*, won the CSA Racing Division with eight first place bullets in ten races, over Jaime Torres at the helm of his brand new Melges 32, *Smile and Wave*.

"It was fun competing against a new boat which Jaime and his crew was still learning how to race," says Sagramoso. "The winds were light all weekend, always below 15 knots. Thing could have been very different had the wind hovered around 15 or more, as the Melges would have planed its way to certain victory. In sub-planing conditions it was still quite tight even though the results might show otherwise."

In the One-Design IC24 Class, Marco Teixidor aboard *Cachondo* beat Alejandro Berrios driving *Orion* by seven points in 13 races on short windward-leeward courses.

"It's been a while since Alejandro skippered a boat in competition but he has always been a solid sailor," says Teixidor. "We got off to a good start on day one, but continued to improve throughout the weekend, especially our boat speed and boat-handling. I think what led to our win was the starts. We got off the line with speed and played

the middle of the course well. Once we were in front, it was just a matter of consolidating our lead."


Carlos Feliciano sailed to the top of the one-design J/24 class aboard his *El Pavo Asado*, with a close two-point lead over Jose Fullana's KQ-LO, who won this class last year.

"We were in second and behind by four points the first day, then in first by one point on the second day," says Feliciano. "By the third day, I had the option of not racing the last race and I was still in first place. I had new crew this year that led me to win; better tactics."

In the Cruising Class, Jerome O'Neill aboard his J/39, *Crystal*, led with a commanding lead. Excellent light wind boat handling was the secret to O'Neill and his crews' success.

"We led on day one by four points and consolidated that lead on day two with four bullets," he says. "Day three was our worst despite having excellent starts, yet the feeling on the boat was that we had cleaned up with six firsts in 11 races. Our biggest challengers were the two J/30s, *ONC 2 C* and *Joda 30*, who battled it out for second and third."

Jib & Main Class was almost a One-Design Hunter 216 class with four of six boats of this model taking part for the first time. Angel Davila won aboard his *Guango*, by a close three point spread over Joel Santiago's *Pura Vida*.

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"Pura Vida had a very experienced crew and in one race we beat them by one second," says Davila. "I think that my consistency and the years with the Don Q Racing Team as tactician helped me to win. One trick was to finish all the courses 'downwind'.

The Chalanas Class saw Steven Negrón's *La Rosa* win the 24-foot class, while Javier Maldonado's *Piolin* championed the 28-footers.

The following weekend, the Discover the Caribbean Dinghy Regatta took place with over 20 sailors from Puerto Rico and the U.S. Virgin Islands racing in Optimists, Lasers and Sunfish. Ricardo Valenzuela led the Optimists, Juan Carlos Perdomo the Lasers and Jose Nigaglioni the Sunfish.

"The wind was light all weekend and what could only keep you safe in these conditions was to make good starts and maintain boat speed," says Nigaglioni. "My concentration and discipline during the weekend gave me the victory."

For full results, visit: www.yachtscoring.com/emenu.cfm?eID=647 or www.discoverpyfc.com 

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



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2012 ST. THOMAS FALL VICL CHARTER YACHT SHOW

HORS D'OEUVRES & APPETIZER CULINARY COMPETITION

BY ALL AT SEA FOOD COLUMNIST JAN ROBINSON



Top chefs (from left): Grassa Liesenberg;
Audrey Harper; Michael Zaro and
Debbie Dickens

Made beautiful by crews rising before dawn and working late into the evening, the yachts on display at the 2012 Virgin Islands Charter Yacht Show, held at St. Thomas' Yacht Haven Grande Marina, were certainly the cream of the crop, bedazzling visitors and media partners alike with their pristine bright work, guest amenities and sincere hospitality.

While hard-working crew took care of the visuals, below decks, away from the gaze of show-goers, chefs prepared for the Hors d'oeuvres & Appetizer Culinary Competition. No mean feat when the boat has recently arrived on the dock and already you have contributed to the topside sparkle in order to please the brokers.

HORS D'OEUVRES AND APPETIZER CULINARY COMPETITION

1: Michael Zaro, *S/V Feel the Magic*

2: Audrey Harper, *S/V Flow*

3: Grassa Liesenberg, *S/V Rocketeer*

3 (shared): Debbie Dickens, *S/V Secret Oasis*

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Second place
Audrey Harper
from the
catamaran *Flow*

Holding the competition on the first day of the show added to the pressure but the chefs came through with flying colors and an amazing display of creative and delicious dishes. So high were the standards set by the chefs that the judges' scores were incredibly close.

All the dishes were of a high standard, however, special congratulations went to overall winner Michael Zazo of the *S/V Feel the Magic*, who was not only top chef; this was her very first culinary contest.

Born in Denver, Colorado, Zazo attended college in Dallas, Texas. In 2005 she met Michael Hampton, and sharing their love of sailing, they chartered in the Caribbean several times on different yachts. Having decided to combine sailing with Zazo's passion for cooking, they bought a yacht and went into the charter business.

Zazo says she entered the culinary hors d'oeuvres contest not only to show how she can cook, but how wines can compliment the food. As a certified Sommelier, pairing wines with food is something she enjoys very much.

Zazo's winning dish was a delicious Ahi Poke Tuna Stack (see recipe).

The Virgin Islands Charter League (VICL), organizers of the popular Virgin Islands Charter Yacht Show, said that to put on the event takes a collective effort on behalf



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of the local business community and thanked them for their invaluable support throughout the year.

The organizers also thanked the judges: Darcy Ryan of Dionysus Wines; Andrea Lynes of the St. Thomas Restaurant Group; Kevin Jonas of Main Sail Yacht Charters; Sarah Sabastian of Nicholson Charters, and Jan Robinson, a judge and Culinary Contest Coordinator. All had the difficult job of selecting the winners.

All At Sea Magazine is a proud sponsor of the competition along with Yacht Haven Grande Marina; Ship to Shore

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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

AHI POKE TUNA STACK THE WINNING RECIPE

Chef: Micheale Zazo
Yacht: Feel the Magic

CRAB SALAD:

4 oz crabmeat, "special" or claw meat
1 Tbsp lemon-old bay aioli
1 tsp finely chopped scallion
Kosher salt and fresh ground black pepper
to taste

Mix together all the above ingredients and refrigerate until ready to use.

MANGO-PINEAPPLE SALSA:

1 Tbsp diced mango
1 Tbsp diced fresh pineapple
1 tsp chopped scallion
1 tsp red bell pepper, small dice
1 tsp yellow bell pepper, small dice
1 tsp cilantro, chopped
½ jalapeno, seeds removed and diced
1 tsp cider vinegar
1 tsp olive oil
1 tsp toasted sesame seeds
Kosher salt and fresh ground pepper to taste

Combine above ingredients, toss well and refrigerate until ready to use.

AVOCADO MASH:

½ ripe avocado, diced
1 Tbsp finely diced red onion
Juice from half of a lime
½ jalapeno, seeds removed and diced fine
Kosher salt & fresh ground black pepper to taste

Place diced avocado in bowl; add all remaining ingredients. Mash with a fork until the consistency of guacamole.



AHI POKE:

2 oz sushi grade Ahi tuna, cut into cubes
½ clove of garlic, minced
½ tsp minced ginger
¼ tsp Sriracha sauce
¼ tsp salt
½ tsp sesame oil
1 Tbsp soy sauce
2 tsp sesame seeds, toasted

Mix all items and marinate tuna for 1 hour in the refrigerator.

To assemble the stack:

Using a ring mold of approximately 3" in diameter by 5" high, spray the inside with cooking spray. Spoon the Avocado mash into the bottom of the mold, top with Ahi Poke, Crab Salad and then Mango-Pineapple salsa. Refrigerate for 2 hours, serve on a chilled plate. Garnish with sliced cucumber, sweet chili sauce, chive oil, sprinkles of caviar and fried won ton chips.

Recommended Wine Pairing: 2010 Hook & Ladder (Sonoma County) Gewürztraminer



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HOLMBERG WINS PETE SHEALS MEMORIAL MATCH RACE

BY CAROL M. BAREUTHER

PHOTO COURTESY OF DICK SCHOONOVER



Mother Nature played a decisive role in the 11th Pete Sheals Memorial Match Race, hosted by the Royal BVI Yacht Club on December 1st – 2nd. Eight teams from six nations waited in vain for the winds to fill in on the second day of the event, sanctioned as the Caribbean Match Racing Championship. Thus, the USVI's Peter Holmberg's 7-0 score during the first day's round robin earned him the title. The BVI's Colin Rathbun finished in second place and Puerto Rico's Marco Teixidor third.

"This was our first event in two years so we used it as a training session to get our team back in form," explains Holmberg, formerly the top ranked match racer in the world and an Olympic Silver Medalist who sailed with Maurice Kurg on main and tactics, Morgan Avery on trim and Ben Beer on bow. "The racing went well and we slowly got better as the event went on. The winds were a spotty five to ten knots so it was not just match racing, but also sailing well and finding the best wind."

Holmberg won this event last year and in doing so put an end to the BVI's Colin Rathbun's record four-year winning streak. Both Holmberg and Rathbun qualified for the semi-finals, yet didn't get to do battle due to lack of wind.

"We knew what to expect out of ourselves after racing so many times with each other," explains Rathbun, who sets up match racing practices aboard Lasers throughout the year and avidly watches televised World Match Racing Tour


events for tactical tips. "We were pretty calm and collected."

Third place finisher, Puerto Rico's Teixidor, is an experienced sailor and team racer from his college sailing days at Georgetown University. However, he is new to match racing and only started sailing IC24s at the 2012 International Rolex Regatta.

"It took us a couple of matches to really get into the match racing mindset," says Teixidor, who adds that the interest in match racing is growing in Puerto Rico. "Our boat handling also improved throughout the day, which is crucial in such a short course and having internationally ranked teams made this event very competitive. Most of the teams were evenly matched, which made for some intense racing. Our success came from having good starts and avoiding penalties."

In other scores, Peru's Juan Mauri finished 4th, the USA's David Storrs 5th and David Niemann 6th, St. Maarten's Frits Bus 7th and the USVI's Thomas Walden 8th.

Fourteen-year-old Walden won the 'Spirit and Enthusiasm' award. This was his first match racing event.

The event is named in memory of Pete Sheals, who moved to the BVI from Ireland in 1999, was an avid and competitive sailor and died tragically in 2001. 

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

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GUSTAV WILMERDING MEMORIAL CHALLENGE

BY CAROL M. BAREUTHER



Reba/Team Red Stripe lead Rushin Rowlette to the finish line

Reba/Team Red Stripe wins the Gustav Wilmerding Memorial Challenge Regatta, taking them one step closer to winning the Gosling's Series.

The BVI's West End Yacht Club (WEYC) has immortalized a Danish pirate's legendary partying ways in the 22nd Gustav Wilmerding Memorial Challenge Regatta. Raced December 1st out of Tortola's Nanny Cay Marina, there was certainly an "Aaaarrrrggghhhh!" to be heard aboard Kevin Rowlette's Olson 30, *Rushin Rowlette*, when Jon Charlton's C&C 41, *Reba/Team Red Stripe*, beat them by 24 seconds and in so doing gained a four point lead over Rowlette in the six-event Gosling's Regatta Series.

Eight yachts competed in this pursuit-style race handicapped by the PHRF system. A new spectator-friendly course included a beat and two nice spinnaker legs.



Crew of Reba/Team Red Stripe on stage during the awards ceremony

"We like to go to weather and the first two legs of the race allowed us to get a decent lead on the fleet," explains Reba/Team Red Stripe's Charlton. "After rounding Deadman's Chest we had a good set and carried our spinnaker down the next leg, extending our lead a bit, particularly on Kevin. On the next leg back up to Pelican, we held our own with Kevin, but on the rounding of Pelican, we lost some time, as Kevin entered the rounding on a good lift."

On the last leg to the finish line it got very interesting notes Charlton. "It was a close reach and we did not really want to put a spinnaker up. After a few minutes, it became apparent that Kevin was going to try to fly a chute, so I asked our crew to prepare to do the same. Kevin was successfully carrying his chute and was now gaining on us."

The two big questions in Charlton's mind at this time were whether he could get to the finish before Rowlette without a spinnaker and if he could actually carry a chute to the finish line. Rowlette was moving in so fast that it forced Charlton's hand. He sailed a bit higher than course to get the boat to windward of Rowlette and then set the spinnaker. Charlton's Reba/Team Red Stripe ended up barely carrying the chute while dragging the main all the way to the finish and beating Rushin Rowlette by 24 seconds.

"The Gosling's Regatta Series is a great concept to encourage participation in club events that are struggling for entries throughout the region."

"We had a great battle with Reba," says Rowlette. "They sailed a great race, no doubt due to their veteran tactician Eddie Brockbank."

In other scores, *Diva* finished 3rd, *Rascal* 4th, *Girasoli* 5th, *Wicked Winch* 6th, *Wildflower* 7th and *Ginger* 8th.

The Gosling's Regatta Series, which started with Foxy's Wooden Boat Regatta last May, ends with the Dark'n Stormy Regatta March 8th to 11th. This classic three-day event is held over the Commonwealth holiday weekend and features a race to Anegada the first day, beach games and lobster barbecue the second, and a pursuit race back to Tortola on the third.

"We look forward to getting a few points back in the next couple of races," says Rowlette. "The Gosling's Regatta Series is a great concept to encourage participation in club events that are struggling for entries throughout the region."

For more information on WEYC event and the Gosling's Regatta Series, Email: martin@sailsistership.com

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

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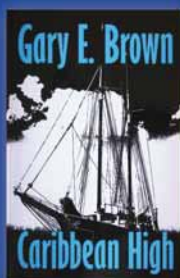
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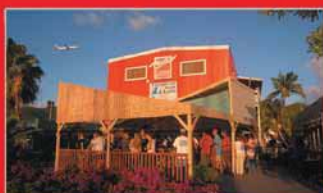


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LA COURSE DE L'ALLIANCE

SINT MAARTEN – SAINT BARTH – ANGUILLA

BY GARY E. BROWN



Racing Class overall winner *Team Coors Light* rounds the Proselyte Reef buoy on the way to St. Barth

PHOTO: OCEANMEDIA

Organized by the St. Maarten Yacht Club (SMYC) for the first time in its nine year history, La Course de L'Alliance, sailed in late November, was an outstanding success and added one more regatta to the clubs already impressive list of sailing events.

The regatta is unique in that boats make overnight stops in St. Barths and Anguilla before racing back to Dutch St. Maarten.

Nineteen boats in three classes jockeyed for positions at the start of leg one in Simpson Bay as Race Officer Paul Miller got the regatta under way in light winds.

From the beginning, interest focused on the racing class where four Melges (three 24s and a 32) One Design sports boats went hull to hull. After three races the Melges 32 *Kick em Jenny 2*, owned by Sint Maarten Yacht Club Commodore Ian Hope-Ross, drove a wedge between the two Melges 24s of eventual class winner Frits Bus and *Coors Light* and third place finisher Andrea Scarabelli's *Team Budget Marine*.

For the race to Anguilla, competitors were given the option of passing either side of St. Maarten.

Still learning the ropes on his new Melges 32, Hope-Ross said conditions were light and variable but much better than predicted. "We were only becalmed once for less than ten minutes." He added, "We were very pleased with the new boat, and realize that there is a long way to go to realize the speed potential, but we saw flashes of speed that encouraged us tremendously."

With light winds on day two, the race officer decided to start the race from Isle Fourche. For the race to Anguilla, competitors were given the option of passing either side of St. Maarten.

Bus was one of the skippers who chose to sail east of the island, a move that paid off and saw *Team Coors Light* sipping drinks ashore long before the arrival of the next boat.



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Bel Aurora heads out of Simpson Bay

PHOTO: OCEANMEDIA



Explaining his choice of tactics, Bus said that in light air it is never very smart to pass under an island in the lee "as you have a very big chance of getting caught in areas of no wind." He noted that from Isle Fourche they had a strong current running with them, and this was something they had worked out before the start.

In Cruising Class, veteran St. Maarten yachtsman Bobby Velasquez, sailing his Beneteau 45F5 *L'Esperance*, decided to take a gamble and pass St Maarten to the west. The decision put Velasquez more than eight minutes behind Saturday's race winner (and eventual overall class winner) *Bel Aurora*, and possibly cost him the title.

Serious partying on Saturday night in Anguilla led to a slow start on Sunday. For this reason, the race officer put in a downwind start, using the red channel marker in Road Bay to make it easier for everyone.

Seven multihulls sped around the three courses. Predictably, the ultra fast, photogenic, ex Route de Rhum trimaran *Dauphin Telecom* took the overall class win, scoring two bullets and a third place. Petro Jonker's catamaran, *Quality Time* and the trimaran *Lagoonies Triumph* finished second

and third overall, respectively.

The SMYC are looking to build on this event. "This was a thoroughly enjoyable regatta that brought out the best in planning and co-operation between the volunteers and the associated yacht clubs in St. Maarten and St. Barth and the Anguilla Sailing Association," Hope-Ross said.

Later, Bus shared his thought on the growing number of Melges 24s competing around the region. He said that now, with five Melges entering local regattas, we have a great field and this makes them like one-design regattas, which is the best racing. "I hope this initiative will attract other sailors and bring more Melges' to the bigger regattas where the racing would be even more exciting. One-design is close racing that really shows who are the best sailors and teams."

For full results, visit: www.coursedelalliance.com



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

MISSION FOR MEXICO

SOLO SAILOR GALIA MOSS CIRCUMNAVIGATES
LATIN AMERICA IN AID OF MEXICAN CHILDREN

BY ROBERT LUCKOCK



PHOTO: BY ROBERT LUCKOCK

Galia Moss at
Simpson Bay Marina,
St. Maarten

Small in stature, big on heart, would be a fitting way to describe Galia Moss, the Mexican sailor currently on a solo east to west circumnavigation of Latin America—Mexico to Mexico—to be exact.

The sailor stopped over in St. Maarten on November 21st for rest, repairs to the boom of her brand new RM Yachts 10.6 metre (35ft) *El Mas Mejor* (The Very Best) and replacement of a water pump. It was her first stop since departing Xcaret, Cancun, on November 6th 2012 and a bumpy, sleep-deprived fifteen days in the Caribbean Sea that she admits “wasn’t fun.”

Galia, 38, is on a sponsored project to provide education for Mexican children and help rebuild schools. Sponsors Fundacion ARS, HSBC, and Lazos under the umbrella of Association Solo Levanta La Mano are financing a year of edu-



cation for a child. For each five nautical miles sailed by Galia one child is sponsored, and for 1,813 miles sailed a school is rebuilt. The aim of the voyage is to sponsor a year of educa-

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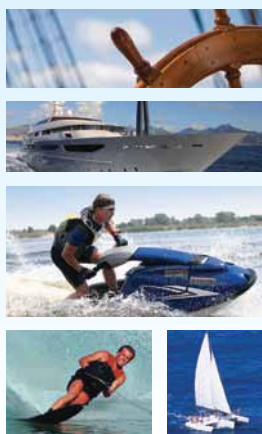
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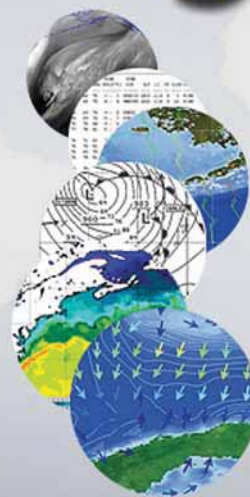


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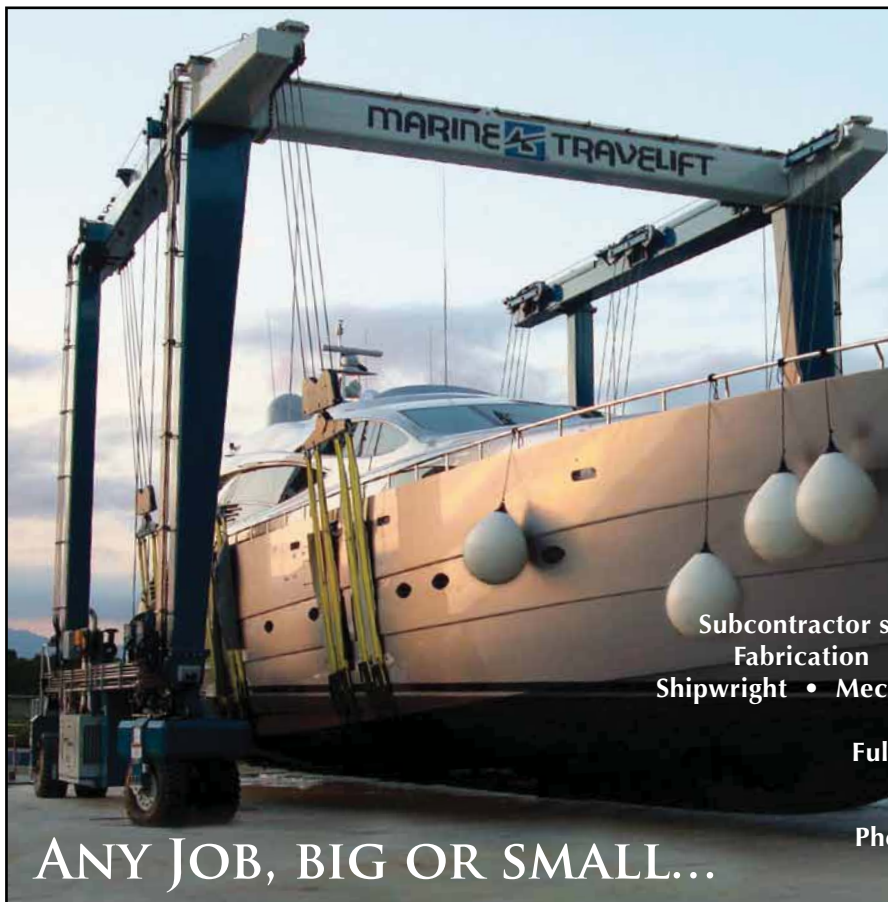
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tion each for 14, 500 children and build eight schools.

Her voyage will clock up 14,500 nautical miles with 14 visits to ports and marinas during 170 days of solo sailing. She expects to finish in May 2013. Along the way she is promoting Mexico and her eleven sponsors in Brazil, Uruguay, Argentina, Chile, Peru, and the Galapagos. At each port of call she organises press conferences at the embassies and gives talks.

"Working on the boat and working on land. It's not a vacation," she says ruefully.

Galia has something of a reputation among her sponsors for reliability and results. This is now her third solo project, the previous two linked to achieving the building of 644 homes for low income Mexican families and nutritional packages for 708 children to last two-and-a-half years.

Her sailing career began at 24-years-old when she put a promising future as a classical musician on hold to take part in a tall ship training programme. She was also inspired by the American sailor Tania Aebi's around the world voyage and account of her experience in the book 'Maiden Voyage'.

Seven years later Galia became the first Latin American woman to cross the Atlantic Ocean solo and when she completes the circumnavigation of Latin America next year she'll be the first Mexican woman to do so single handed. Racing in the Mediterranean on Mini Transat boats and J24s on the lakes helped hone her skills and confidence for

solo sailing though she concedes racing wasn't for her.

"I don't consider myself a racing person but I did learn a lot," she recalls.

El Mas Mejor is a delight to behold; apparently easy to sail with a design that has lots of space and headroom below deck and it's equipped with all the latest gadgetry. The addition of the cabin's large jet-style windows gives 360 degree visibility.

"She has twin keels and a rudder and has more of a flat bottom," Galia explains. "It's a plywood and epoxy construction with a Kevlar finish so she's very strong and stable for going south. Not very fast up wind but she's fast on reaches."

During lonely rough passages Galia reminds herself that every mile sailed is for a good cause.

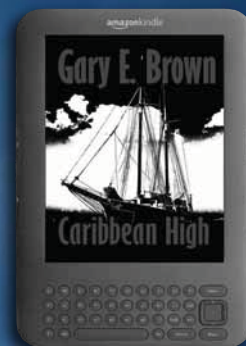
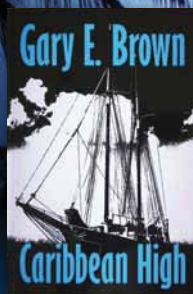
"Before I left, the foundation Lazos gave me a bag of 600 letters to read from children all over Mexico. That helps so much to keep you going. It's amazing that so many kids have not even seen an ocean."

For more information about Galia's voyage and projects and to read her daily blog, visit: www.galiamoss.org

Robert Luckock is a British journalist and freelance writer residing in St. Maarten. He is currently The Daily Herald's correspondent for French St. Martin and was one of All At Sea's very first contributors.

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DOMINICA

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STORY AND PHOTOS BY DEVI SHARP



The hike to Boiling Lake is strenuous, but spectacular

Dominica is an emerald gem of an island nestled between Guadeloupe and Martinique, in the Leeward Islands. This steep island is the youngest of the Caribbean Islands with several peaks over 4,000ft. Dominica's greatest attractions are its pristine forests, waterfalls, great hikes, spectacular snorkeling and incredibly friendly people. Dominica offers you the opportunity to step off your boat, stretch your sea legs and explore this spectacular island.

You can base your explorations out of Portsmouth or Roseau, but transportation will take a lot of your precious time so, if you can, spend some time in each area and hike the nearby

trails. The people of Dominica have realized that they have a natural treasure and they take tourism and hiking seriously.

The cross island Wai'tukubuli National Trail is approximately 115 miles (184km) in length and is divided into 14 segments. The trailheads are near rural communities and the trail segments vary in levels of difficulty. Some of the trails are on old plantation roads and others are paths cut by the Caribs (Kalinago), the first indigenous people. You can access several portions of the Wai'tukubuli trail from Portsmouth. Section 13 of this trail, from Capuchin to Pennville (Pennville), can be accessed by taking a bus from Portsmouth to Capuchin and getting off at end of the road and

Chaudière Pool is cool, clear and very refreshing



walking until you see the sign for the trail. You can get a bus back to Portsmouth. You can walk to the trailheads for sections 11 and 12 from Portsmouth.


From the anchorage in Portsmouth it is a short walk to Cabrits National Park. The trails are well maintained and some of the fort has been renovated. The trail up the East Cabrit will give you a good view of the harbor and on a clear day the West Cabrit view will reward you with a view of the Isle des Saintes (Guadeloupe). Cabrits is part of the National Park system and you will need to pay a small fee.

Another favorite hike in the north end of the island is Chaudière Pool. From Portsmouth take the bus to Bense and let the driver know that you want to be let off at the end where there are signs to the Chaudière pool.

At the southern end of the island, Sea Cat or Pancho (see sidebar) can provide transportation and guide you on several local hikes. A popular south end hike is to Victoria Falls, where you can stop at Moses' house for a delicious Rastafarian (vegetarian) lunch after the hike. I really enjoyed

the tour through the garden with Moses explaining how he used each plant and herb.

Serious hikers can consider Boiling Lake in the south end and Morne Diablotin in the north central part of the island. Both are long day hikes that usually require a guide, good hiking shoes and sea legs that have been up and down hills recently. These are spectacular hikes, but are strenuous.

On day hikes I carry plenty of water, sun protection, a rain jacket and basic first aid kit. On two occasions my husband has repaired hiking foot wear with duct tape – so that is an essential on our list. I use a walking stick on steep hikes and I find that it saves my knees. It is always best to take your walks early in the morning when it is cooler. Don't forget to greet people on the trail. Half the fun of hiking is meeting people along the way. 

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



RESOURCES

PORTSMOUTH:

Portsmouth Association of Yacht Security (PAYS) boatmen can help you with any logistical need, such as guiding a hike, refilling propane or getting laundry done. Ask a boatman for his PAYS identification. Martin Carriere (goes by the boat name Providence) loves to hike and will guide you.

ROSEAU:

All of the guides can be contacted on VHF channel 16. Sea Cat is a hiking guide who has moorings near his house, with dingy dock and water. Phone: 1767.245.0507 or 1767.448.8954.

Pancho is a boatman and hiking guide. Phone: 1767.235.3698 or 767.448. Roots is a boatman and can help arrange tours. Phone number: 767.315.6446.

Wai'tukubuli trail brochure: <http://agriculture.gov.dm/trail>

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ARC 2012

THE FAST AND FURRY

BY CHRISTY RECAH

For the 27th Atlantic Rally for Cruisers the talk on the dock in Rodney Bay, St. Lucia, was the weather, the speed and a golden retriever! Yes, you read right, a golden retriever.

From the official start on November 25th 2012, when the boats left Las Palmas de Grand Canaria, the weather played a major role causing the start of the cruising division to be delayed by two days. Since the first ARC in 1986, this is only the second time that ARC officials have delay the start, the last time was in 1989.

A total of 226 boats and 1269 people, the majority of them family cruisers, took part in the 2700 nautical mile rally that finished in Rodney Bay Marina, Saint Lucia.

Vaquita, a Class 40, competing in the RORC IRC Racing Division, was the first to cross the line in just over 12 days. This ARC was the team's third consecutive year racing. Skippered by Christof Petter, *Vaquita's* crew included Andreas Hanakamp, former Team Russia Volvo Ocean Race skipper



PHOTO COURTESY OF ONBOARDNEXTLIFE.BLOGSPOT.COM

and two times Olympic star. The 40ft yacht sailed a northerly route from Gran Canaria and reached speeds of up to 25 knots during the crossing.

Speaking at the ARC Village, organizer Andrew Bishop, Managing Director of World Cruising Club, said: "Winds



Next Life (CAN) and *Intrepid Bear* (GBR) at the start in Las Palmas. Inset: After crossing the Atlantic, Chester and Sparkles receive a cuddle from Silka and Captain Rolf Oetter

have been much stronger than usual and crossing times were much quicker and so a large number of cruising boats have arrived within 15 and 16 days, whereas normally it would take 17 and 18 days."

The current ARC record is 11 days, 5 hours, 32 minutes and 30 seconds, held by Italian maxi yacht *Capricorno* (Rinaldo Del Bono) and set during 2006.

This year's marked increase in speed came at a price. A fast passage is also a tough passage and many crews said the weather took its toll and vessels suffered ripped sails, damaged spinnakers and broken booms.

Although sailing across the Atlantic Ocean in the ARC may be every sailor's dream, apparently, it is every dog and cat's dream too. Skippered by Rolf Oetter, the Canadian boat *Next Life*, a Lagoon 450 catamaran, took 15 days to arrive in St. Lucia with a crew of five, plus Sparkles the cat, and Chester, a golden retriever. Sparkles may go unnoticed except for when he is hungry, however, standing on the

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Crew of *Vaquita* celebrate at the finish in Saint Lucia

dock waiting to go on board I received a warm welcome from Chester who ran and leapt on me. By this, you can tell Chester was quite a handful to sail with.

Chester's owner, Silke Sommerfeld, who does not consider herself a sailor, said: "I'm what you could call a nice weather and no waves cruiser. So, why am I crossing the Atlantic? Well, because of my dog, Chester. Somebody had to make sure he was going to be fine. Right? And flying didn't come up as an option ... at least not for the dog."

While the damage to *Next Life* included an exploded spinnaker block and problems with the main sail, they found one of their biggest challenges was sailing with pets, or at least the bureaucracy and documentation involved for an agile dog like Chester who wanted to leave the boat to enjoy the sandy beaches. Sommerfeld says she used Pettravel.com to source information on what was required by the various countries they intended to visit while traveling with their pets.

Next, Chester and his owners will be heading to The Bahamas and then Florida before flying home to Canada. This will mark one year since they last lived on land and Silke says she would not have been able to bear leaving Chester for the year.

The 27th ARC proves that crossing the Atlantic is no walk in the park for sailors and cruisers, but was exactly that for Chester the dog.



Chester, Silka and Sparkles on board *Next Life* in the Rodney Bay Marina, Saint Lucia

PHOTO: CHRISTY RECAI

Christy Recai is a journalist based in Saint Lucia who has a passion for sailing. She is a Hunter College graduate with a BA in Media Studies. You can find her either on the water or the docks seeking out the next marine scoop. Email: sailingonthebrain@gmail.com

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SAILORS IN THE NEWS

PETER 'WIPERS' HOAD OF BARBADOS

BY CAROL M. BAREUTHER



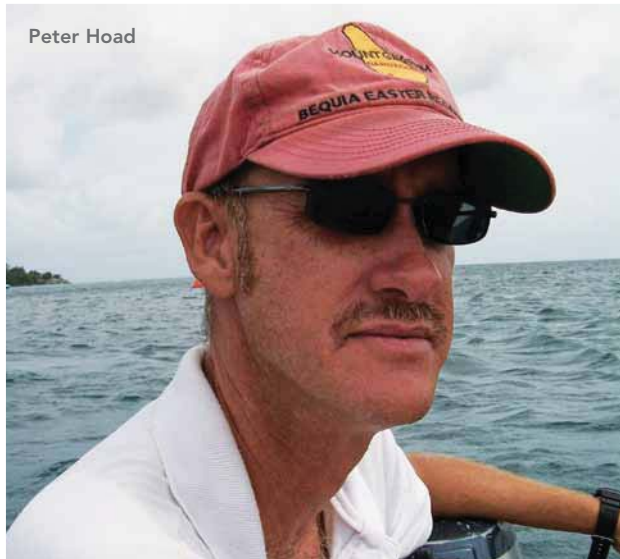
Peter Hoad during the Around Barbados Race

Sailing is in the blood of accomplished racing and cruising yachtsman, Peter Hoad, whose family roots stretch back over 200-years in Barbados.

"On my father's side they are all sailors. My grandfather was paid to race boats for the rich. He built his own boats and sails. All of my uncles and my father sail," Hoad explains. "I started sailing at age six, bailing for my grandfather in his Star. I love sailing. It's one of the most rewarding sports when racing, and on the other side, nothing can beat cruising. It's hard to explain, but that peace that comes over you, when there is no land in sight and it's all you, is amazing."

Hoad has enjoyed sailing both as a vocation and recreation. He was 20-years-old when he landed a three-month contract to deliver a boat from Maryland to Miami. He didn't return to the Caribbean for four years and it was during this time that he

Peter Hoad



sailed from Rhode Island to the Bahamas and got the cruising bug. Prior to this, he was bitten by the racing bug.

Hoad represented Barbados in Sunfish and Toppers for six years, finishing second in Sunfish at the 1996 Caribbean Dinghy Championships and winning the Topper class

in the Barbados Sailing Association regattas from 1995 to 1997. He then started racing with Ralph Johnson aboard his Beneteau First 10, *Bruggadung*, cleaning up on prizes and trophies all over the Windwards. Hoad's prowess later saw him tapped by Mt. Gay to serve as helmsman for an all-girls sailing team.

It was back in 1999, during his dinghy racing days, that Hoad started teaching sailing, studying coaching and judging. He founded the Barbados Optimist Dinghy Association (BODA) with the mission of spreading the joy of sailing to kids. Six years later he bought his first J/24, *Jabulani*, and then a second, *Paddington*, in 2006.

"*Jabulani* was named by girlfriend at the time and is a South African word meaning happy and festive," Hoad tells. "*Paddington*, named for the bear, was based in Carriacou and St. Lucia for a long time before making it home to Barbados."

In 2006, Hoad started U-SAIL Barbados, a company that offers J/24s for rent, cruisers for hire and learn to sail classes. A year later, Hoad became one of the founding members of the Barbados J/24 Club.

"We are up to 16 J/24s now with talk of more coming," Hoad says. "There are a series of 12 races during the year that add up to the 'J/24 of the Year' award. The two biggest regattas here in Barbados are the Mt. Gay Regatta and the Sail

for Charity Regatta, both are held on the south coast along a boardwalk where there is great viewing for spectators."

Hoad has won a number of regattas sailing his J/24s. Most recently, he tied for first in the J/24 Class at the 2009 Tobago Carnival Regatta, finished third in the single-handed Round the Island race at the 2010 Bequia Easter Regatta, and most spectacularly set the single-handed record of 9 hours, 49 minutes and 58 seconds in the 76th Mount Gay Rum Round Barbados Race in January.

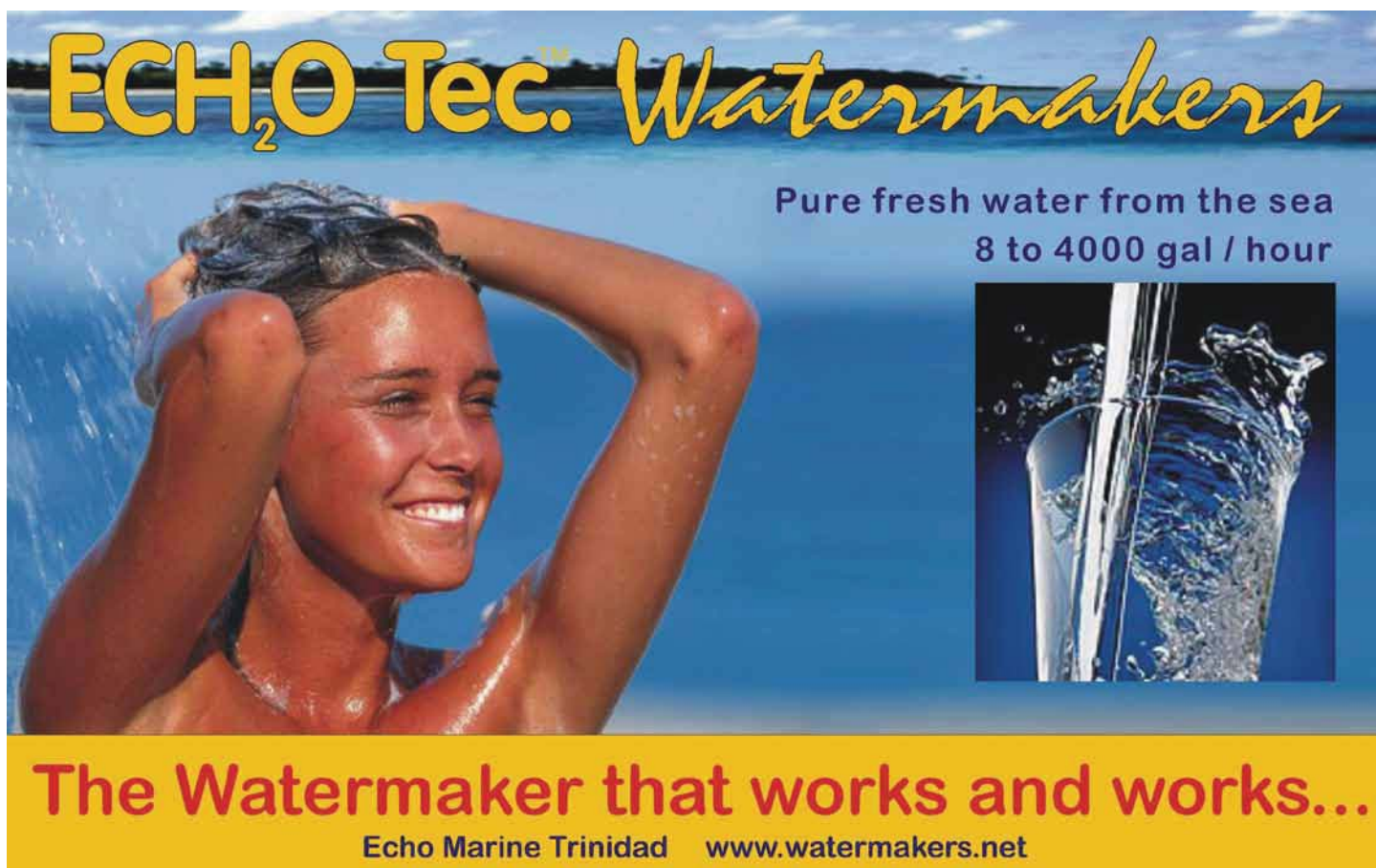
Currently, Hoad is working as a charter captain for Tiami Catamaran Charters and training for the next Mt. Gay Rum Round Barbados Race. He also wants to complete a fund-raising sail for cancer.

"The plan is to sail single-handed from Barbados round Grenada to starboard then St. Lucia to starboard and back to Barbados," he explains.

Finally, many people know Hoad best by his nickname, 'Wipers'. This he earned not sailing, but instead when racing cars.

"The wipers broke down and I jumped on the bonnet and wiped the windshield for the driver," he says. "It's stuck." 🌀

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



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Grenada	Prickly Bay Marina	473-439-5265	17'	200'	10	•	110/220/ 308		•	•	•	•	•	•	•	16	•
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Jamaica	Errol Flynn Marina & Shipyard	876-715-6044	32'	600'	33	•	110/220/480 1&3PH 50/60HZ	Cable	•	•	•	•	•	•	•	16/9	FREE
Jost Van Dyke	North Latitude Marina	248-495-9930	12'	50'	N/A	•	N/A		•	•						16	
Puerto Rico	Club Nautico de San Juan	787-722-0177	31'	250'	121	•	120/240		•	•	•	•			•	16/10 68	•
Puerto Rico	Marina Pescaderia	787-717-3638	8'	65'	97	•	110/220		•	•	•	•	•	•	•	16/68	•
Puerto Rico	Palmas del Mar Yacht Club an IGY destination™	787 656 7300	14'	175'	158	•	120/208/240/408V; 2 & 3-phase 50, 100 and 200 amps		•	•	•	•	•	•	•	11/16	•
Puerto Rico	Puerto del Rey Marina	787-860-1000	15'	260'	1,000	•	120/208	Cable	•	•	•	•	•	•	•	16/71	•
Puerto Rico	Sunbay Marina	787-863-0313	12'	75'	287	•	110/220	Cable	•	•	•	•	•		•	16/12	•
St. Croix	Green Cay Marina at Tamarind Reef Resort	340-718-1453	8'	100'	154	•	110/220V - 30A, 50A, 200A	•	•	•	•	•		•	•	16	FREE
St. Croix	St. Croix Marine	340-773-0289	11'	150'	44	•	110/220	•	•	•	•	•	•	•	•	16/18	
St. Lucia	Rodney Bay Marina an IGY destination™	758-452-0324	15'	285'	253	•	480V 3 phase 100 amps/ leg; 220V 3 phase 100 amps/leg; 220V 50 amps; 110V 30 amps, 50 & 60hz	•	•	•	•	•	•	•	•	16	FREE
St. Lucia	The Marina at Marigot Bay	758-451-4275	16'	250'	40	•	110/220/380 50/60 Hz	Cable	•	•	•	•	•	•	•	16/12	•

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

OUTSIDE OF CARIBBEAN:

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

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CARIBBEAN BOATYARDS

ALL AT SEA'S CARIBBEAN BOATYARD GUIDE

		Latitude	Longitude	Phone Number	Maximum Draught	Maximum Length	Maximum Beam	Maximum Air Draft	Power Supply	Arrival Hours	Lift 1 Type / Capacity (Tons)	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facilities
Jolly Harbour, Antigua	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 phase 100 amp	7am-6pm	70	•	•	•	•	•	•	•
Tortola, BVI	Soper's Hole	18° 23' 46" N	-64° 41' 53" W	(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 limit	110/120	6am-6pm	70	•	•	•	•	•	•	•
Curaçao	Curacao Marine	12' N	68' W	599 9 562-8000	9'	120'	33'	193	110/220 380	8am-5pm	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	•	•	•	•	•	•	•
Sint Maarten	Megayard	18°02' 13.24 N	63°05' 08.52 W	1-721-5444-060	12'	200'	33'	12'	110/220	8-5 M-F	150	•	•	•	•	•	•	•
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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2 Freeport, Grand Bahama. Enjoy panoramic sea views from this pretty 2 BR 1 BA beachfront condo. Located 6 minutes from Freeport and the Grand Bahama International Airport and 5 miles from the restaurants and shops of Port Lucas, this second floor condo has been recently renovated with brand new hurricane resistant windows and doors and furnished with top quality furniture and fittings including a full-size stackable washer and dryer. Price: US \$175,000

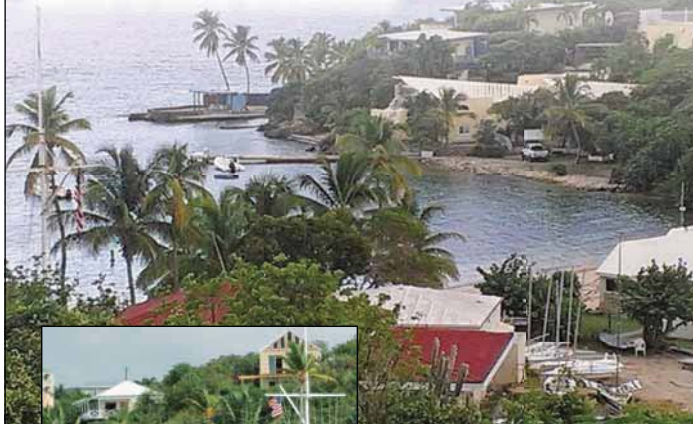
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3



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5



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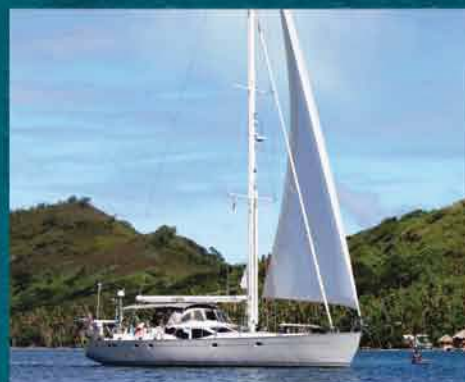
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Twin Yanmars Bullet
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"Gemini"
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Asking \$120,000

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"Zanmi"
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2008 LEOPARD 40



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

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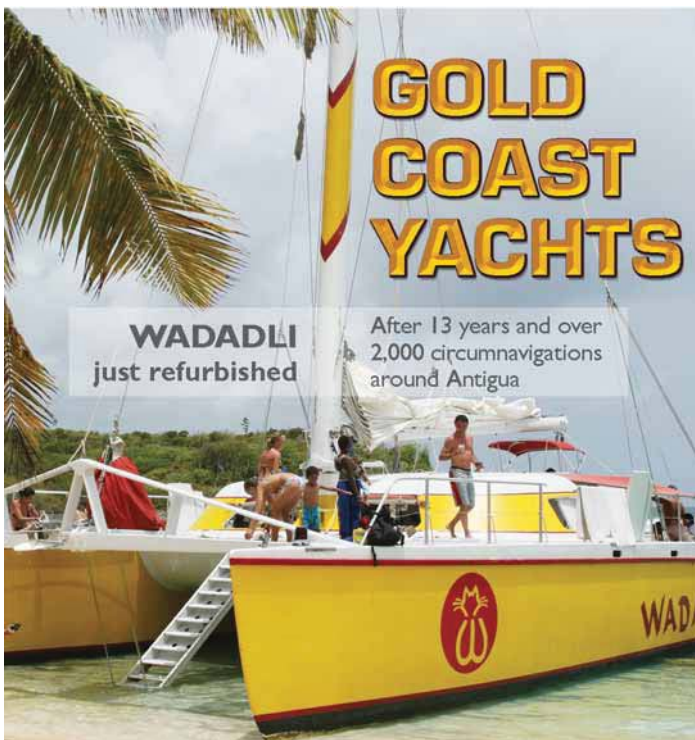
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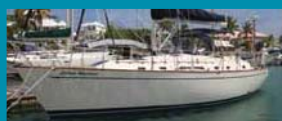
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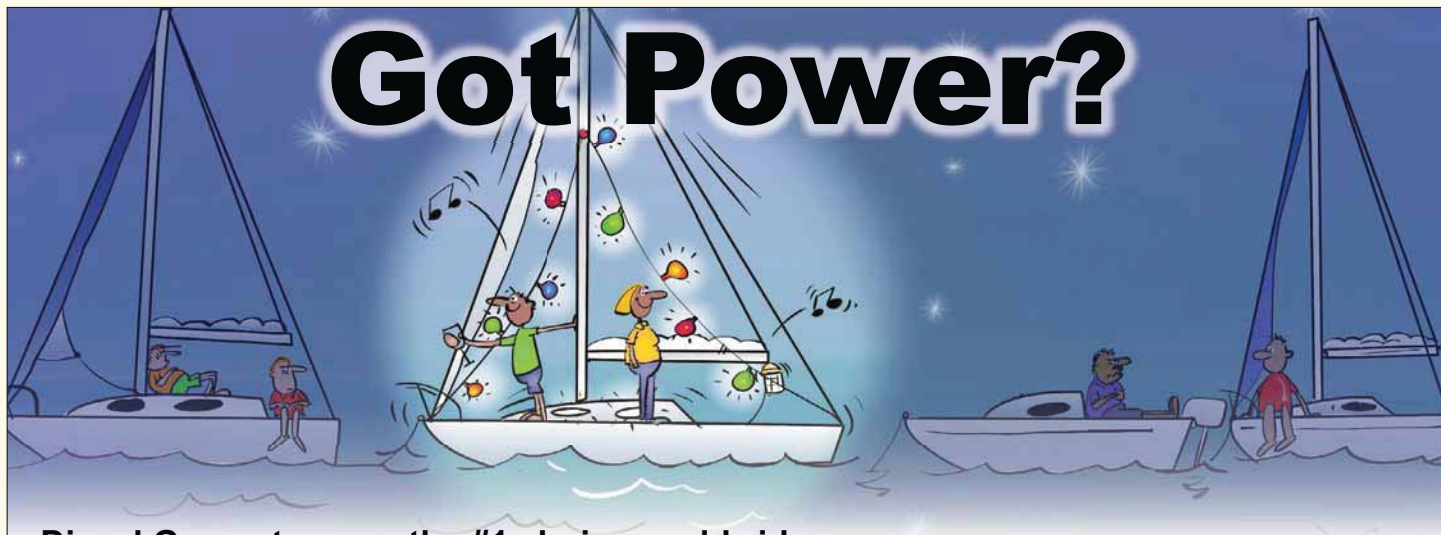
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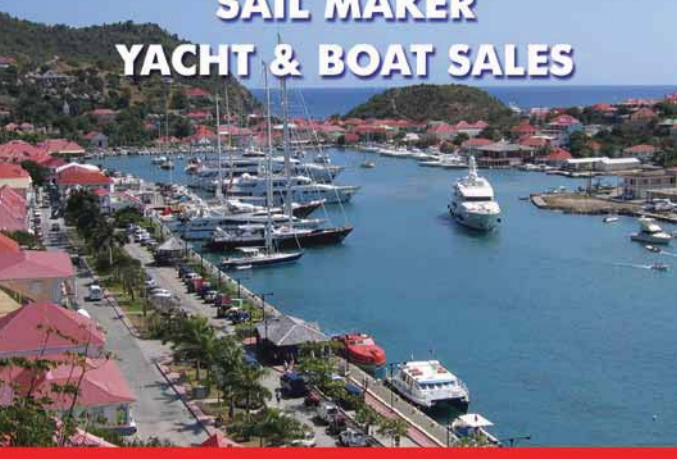


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I'm in Antigua sitting on the beautiful 70ft catamaran, MATAU, waiting for the crew to 'wake' so we can go sailing – to St. Maarten.

When you cook with genuine love and passion, people can tell; there is a difference. Chef Robin Tompson loves to cook, even for the crew. Here are a couple of recipes we had on the move. More next month, as Chef Robin came 2nd in the Antigua Concors de Chef.

Happy Valentine's Day

SIMPLE ANGEL HAIR PASTA WITH SHRIMP AND SMOKED SALMON

Prep time: 10 minutes. Cooking time: 15 minutes. Serves: 6

Package of Angel Hair Pasta	6 scallions, chopped
½ red onion, diced	12 cherry tomatoes,
1/3 cup white wine	cut in half
¼ cup cream	Smoked salmon
Salt and pepper to taste	30 precooked small shrimp

Boil a package of angel hair pasta, cool and keep to the side. In a small skillet, lightly sauté the red onions. Add white wine and reduce by two thirds. Next add cream to the skillet and mix in well. Once it begins to simmer, remove from heat and season with salt and pepper.

Toss the angel hair pasta with the mix and place a portion on a warmed plate. Scatter on some of the scallions and cherry tomatoes. Top with some smoked salmon and pre-cooked shrimp. Serve and enjoy.

BANOFFEE PIE

Prep time: 10 minutes. Cooking time: 15 minutes. Makes: 5

1 can sweetened condensed milk	2 bananas, peeled and thinly sliced
Package of Oreo cookies	Whipped cream
3 oz. melted butter	Cocoa powder

Take the can of sweetened condensed milk, remove the label, and place in a deep pan of boiling water for two hours. Top up the water if the can is not fully underwater. Carefully remove the can from the pot with tongs and leave to cool completely. You can do this ahead of time and with multiple cans too.

Take the package of Oreo cookies (or whatever your favorite may be, personally I love to use ginger cookies) and blitz them in a food processor with melted butter. Now press the mix either into a buttered chef's ring, or a small pie dish. Now open the cooled can of sweetened condensed milk and, using a metal spoon dipped in hot water, divide the caramel up



between the chef's rings, or spread it over the cookie layer on the pie dish.

If you are making this dessert ahead of time you can stop there and cover the rings or dish with cling film and place them in the freezer. They will be fine for several days.

TO SERVE: Once you are ready, simply take the prepared bases out of the freezer and put them into the fridge. Thinly slice some bananas and whip some cream (or use the canned whipped cream). Take the bases out of the fridge and top with the slices of bananas. If you are using the chefs rings, take a small knife dipped in hot water and run it around the inside edge of the ring to release the dessert onto a serving plate. If you are using a pie dish, place the slices of bananas all across the top. Spoon on the whipped cream and dust with cocoa powder and enjoy!



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

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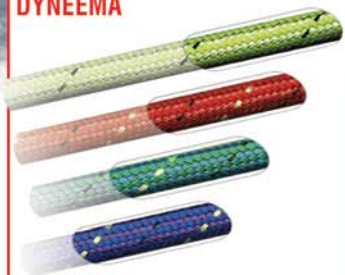
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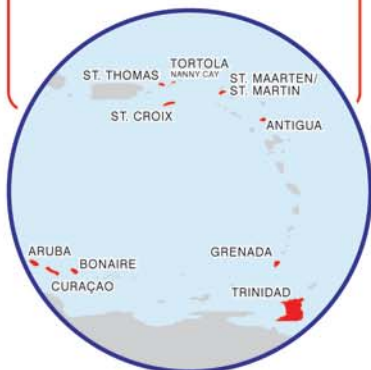
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