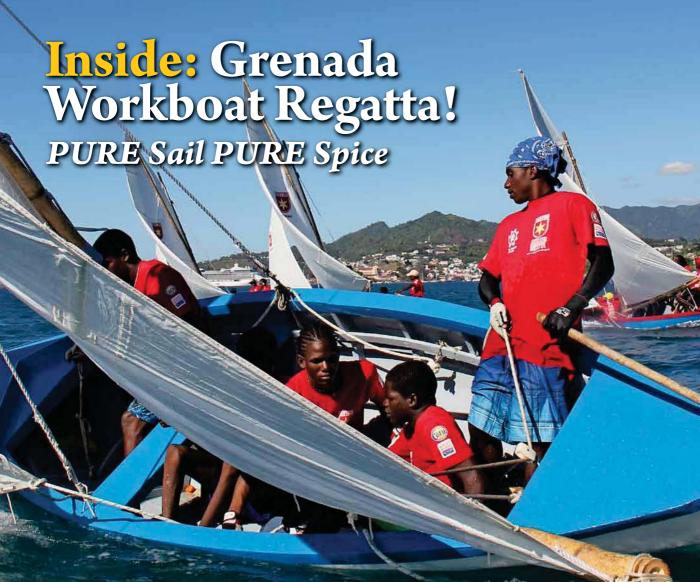
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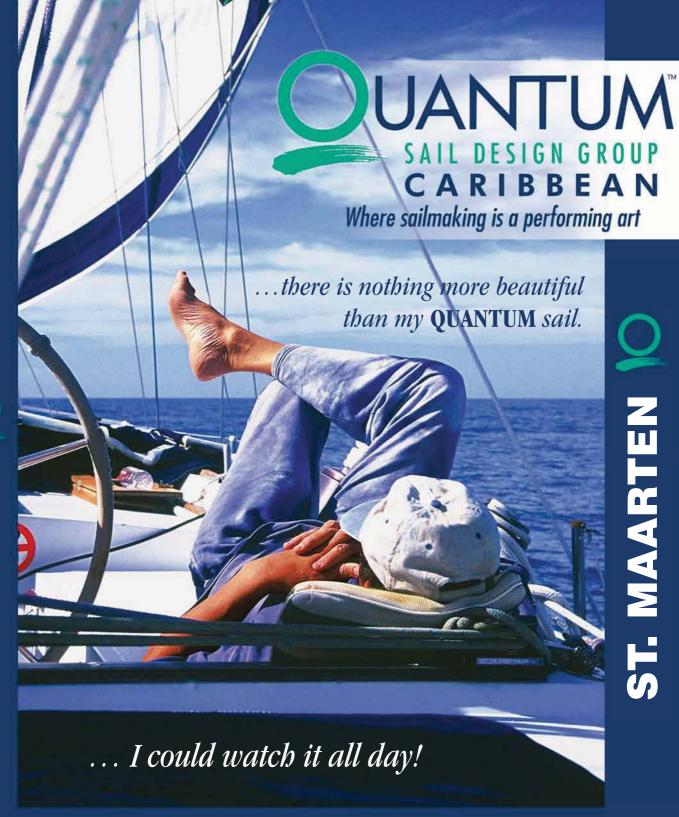
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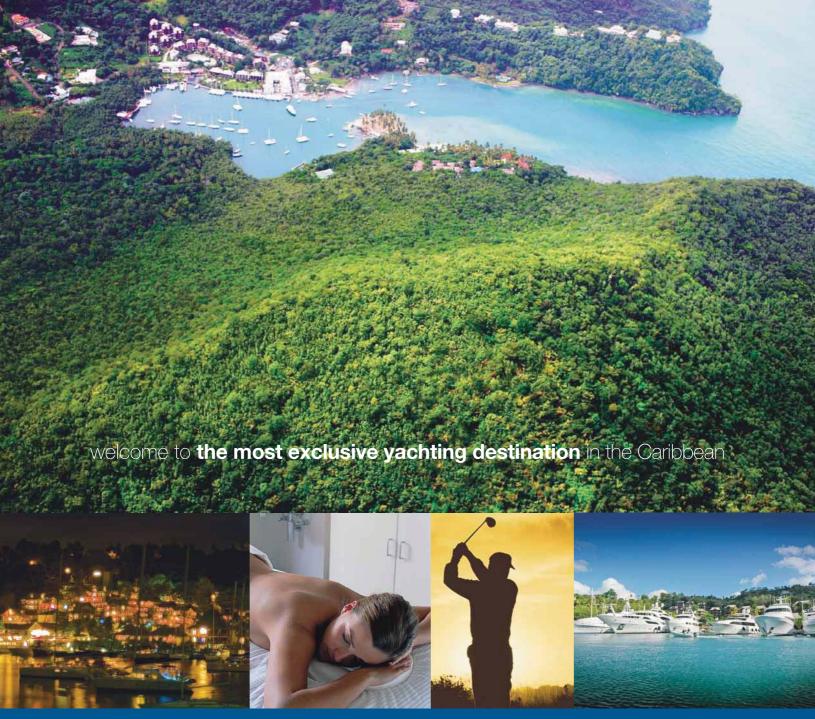
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DON'T PAINT OVER THE PAST

n this edition we take a look at the past while keeping a weather eye on the future.

Caribbean sailing, racing and cruising, is evolving at an unprecedented rate. In their quest to attract competitors, organizers pack more events into their regattas and even add extra days. This is wonderful for the sport and a financial boost for the Caribbean region. For a while, however, many regattas opted for a 'wild west' approach with little thought to the effect their event might have on the regatta calendar as a whole. Now, thanks to a move by the Caribbean Sailing Association, regatta organizers are working together to ensure that regatta dates don't clash. This will make it easier for competitors to plan a sailing campaign around several events and is excellent news for the region.

One regatta offering something new this year is the Sint Maarten Heineken Regatta. They have introduced a one-design inshore class which is sure to garner lots of attention. The regatta organizers tell me this is not a gimmick but a serious attempt to bring more small boat sailing to the event with a view to introducing dingy racing at a manageable level. You can read about the new Heineken Light Inshore Class on page 28.

Our wonderful Caribbean regattas would not be at the level of excellence we enjoy today if it hadn't been for the sport's visionaries and pioneers. Like an editor takes a risk in listing event sponsors knowing inevitably someone will be left out, I am not going to name individuals, I would, however, draw your attention to page 58 where we look back over forty years of International Rolex Regattas, and to page 63 were there's a report from the Bill Chandler Regatta in St. Croix.

As a rule, we do not run serialized articles in *All At Sea* but this month we bring you part one of a fascinating three part feature written by Thomas Tangvald. Once you read the first installment, I am sure you will agree that I had little choice than to publish this wonderful story. Thomas is the son of legendary sailor Peter Tangvald. Tangvald senior was a pioneer cruising sailor, a radical who broke all the rules, a man who lived his life the way he wanted and to hell with authority. His lifestyle endeared him to many. Others, jealous of such freedom, made numerous attempts to clip his wings and make him conform. The Norwegian sailor would have none of it. Peter Tangvald lost his life in a boating accident in Bonaire in 1991. Jan and I had the honor of having dinner with the Tangvald



family when we anchored next to them in Culebra in the 80s so I was thrilled to receive young Tangvald's article and it gives me great pleasure to publish it here.

Work on our boat G-String goes on apace and I am enjoying using skills learned over a lifetime of boating that have, over the last couple of years, become a little rusty. Splicing I found easy and carpentry work, once I cleaned and sharpened my tools, was a joy. Even rebuilding the head was fun. Of course, I have the help of my wife Jan and it is nice to see that her boating skills have returned too. You can see that from the way she handles a paint brush while I supervise. Now, ladies, before you email about that last comment, Jan and I have been together for many years and she has proven many times that she can 'hand, reef and steer' as well as me, if not better. What I can't do is paint, yes, I can mop it on, but it always looks bad and so I leave it to the expert. I learned the hard way that when a couple sail together, they must do so in harmony: In harmony with the boat, in harmony with the environment and in harmony with each other.

The alternative leads to a pot of paint over the head!

See you on the water!

Gary E. Brown, Editor



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COVER SHOT: The annual Grenada Workboat Regatta | Photo: All At Sea





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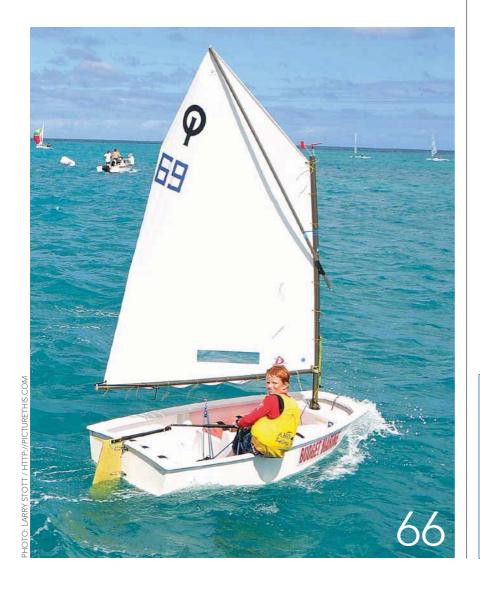
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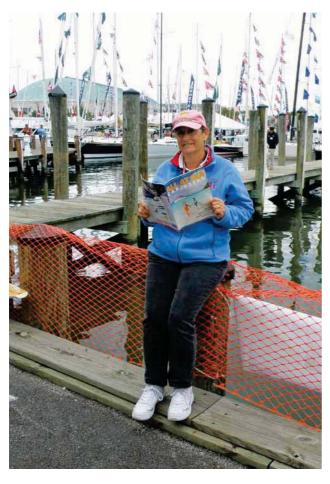
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WHERE IN THE WORLD?

CONGRATULATIONS ELLEN AND THANKS FOR READING ALL AT SEA!



Ellen Sanpere sent us this photo from a very chilly Annapolis Boat Show. Ellen says she wishes she was on a tropical beach like the guys on the cover instead of having to wear two layers of fleece to keep warm. It wasn't all bad: the show was fantastic and Ellen brought warm seas and sunshine into her life by reading the Caribbean's favorite waterfront magazine, All At Sea.

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ISLAND EVENTS & INTERESTS

ALL AT SEA'S CARIBBEAN COVERAGE



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Aruba

Curação





Island Water World Sponsor Sint Maarten Sailor Bus

Popular Sint Maarten and Caribbean sailor Frits Bus will now campaign his Melges 24 under the colors of Island Water World. Bus struck a sponsorship deal with the Caribbean Marine Store in January. This is an important move for Bus who is an avid supporter of Melges racing and whose goal is to see the Melges fleet increase throughout the region.

Bus notes that having the support of a marine store is a boon. "The new sponsor is really working with us, so more team work to make the campaigns better and improve the boat and make it faster," said Bus. "We now have the marine equipment available, great staff to help on the boat, and on water support."

Island Water World managing director Sean Kennelly said he was delighted with the sponsorship. "Frits Bus is one of the preeminent sailors in the Caribbean. As Island Water World re-images and re-invents itself, we wish to be associated with a winning sporting personality and his team."

Kennelly added, "It is an expensive endeavor moving boats from regatta to regatta: travel, entry fees, breakages etc., and sometimes without the help of sponsorships many local sailors would be limited in their ability to compete and hone their skills.

New Caribbean Regatta Sanctioning Committee

The Caribbean Sailing Association (CSA) has formed a new Regatta Sanctioning Committee to help manage the busy Caribbean race calendar.

With the continued growth of the major international events taking place in the Caribbean, and no central authority helping to coordinate the events, the CSA has agreed to step in and establish policy to reduce crowding and conflicts on the race calendar.

According to the CSA, the goal of this new policy is for each major event to 'own' their place on the yearly calendar, thereby eliminating the need to coordinate on an annual basis. New events will be slotted in around the established regattas.

The new regatta sanctioning policy will take effect from 2014 onward, and each island, club, or organizer of a major international event in the Caribbean is asked to contact the CSA by June 1st each year to submit their proposed regatta schedule for the following year.

For details, visit: www.caribbean-sailing.com

HIHO Race Adds Kiting

The annual HIHO-BVI Race (June 30th - July 7th) has added a kite division. Kiters will compete on several interisland race legs and in a couple of course races during the six-days of competition. The highlight race will be the 12-mile Anegada race. Starting in Virgin Gorda and finishing on Pomato Point, Anegada, the race is a thighburning reach.

Kiters will carry safety radios and be shadowed by the event's fleet of Moorings yachts. To compete, kite racers must use directional or course boards.

Kiting joins stand-up paddling (SUP) and windsurfing to make the HIHO-Race the triple crown of Caribbean watersports events. www.go-hiho.com/hshiho

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.



APRIL 18 - 23 Antigua Classic Yacht

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APRIL 27 - MAY 3

Antigua Sailing Week Sailing Regatta www.sailingweek.com info@sailingweek.com 268-462-8872



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APRIL 8 - 13

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YACHT CLUB & FISHING CLUB NEWS

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Maritime Experience Day on The Eye of the Wind

STORY BY MARIA VAN DE FLIERT

Several youngsters from St Maarten-St.Martin had the opportunity to go on board The Eye of the Wind in January to experience a day on a Tall Ship and take an active part in the sailing.

Students from the SBO Maritime program, the Maritime School of the West Indies, the Sint Maarten Yacht Club, the Classic Yacht Club and others were invited aboard by the ship and the Caribbean Sail Training Association.

This season, the one hundred-year-old German ship is based at Fort Louis Marina in French St. Martin. And although the ship takes paying passengers on one and twoweek trips to various islands, it offers, through the Caribbean Sail Training Association, berths for trainees.

The day started at 8.30am when thirteen youngsters, five supervisors and two members of the St.Maarten-St.Martin Classic Yacht Club were welcomed aboard the ship.

Before sailing, the visitors were given instructions and a safety briefing by the first mate.

Captain Julius then gave a lesson in the theory of sailing a Tall Ship, using ship designs and ship models, so that everyone could understand what running such a vessel entailed.

When the briefings were over, the ship left harbor and set sail towards Anguilla.

During the voyage the youngsters were given instructions by the ship's crew on how to hoist and trim the sails and everyone was actively involved.

Hoisting sails on the two masts was a heavy job with much hauling on the many ropes and halyards.

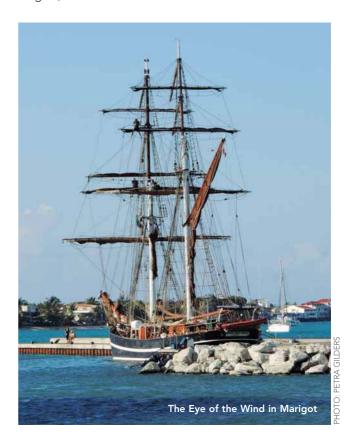
As The Eye of the Wind sailed back and forth between St Martin and Anguilla, the sails had to be changed and hoisted several times and this gave the youngsters 'hands on' experience.

Due to the big swells, the visitors were not permitted to climb the masts. Safety is paramount and climbing the rigging was considered too risky for a nonprofessional crew.

Around noon, lunch and drinks were served courtesy of the International Liquors and Tobacco Trading Company.

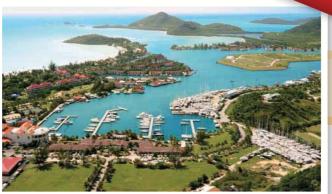
Carrying her crew of tanned and now experienced Tall Ship Sailors, The Eye of the Wind returned to Marigot around 4:00pm.

Bodine Beentjes, one of the enthusiastic participants from the Sint Maarten Yacht Club, described the day as successful and very educational. "Being able to sail The Eye of the Wind was a wonderful experience. I learned so many new things that I could never even imagine before boarding the ship. I learned some interesting information about the Ship's history and got a chance to meet the lovely crew. I had so much fun, even though there was a lot of work to be done," Bodine said. She added, "If I got a chance to do it again, I would do it in a heartbeat."



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ON YACHTS, SILK PURSES, AND SOW'S EARS

BY CAP'N FATTY GOODLANDER



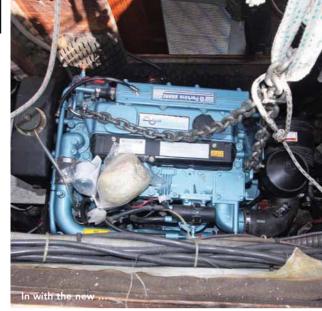
am loath to admit it, but the truth is that I've turned a silk purse into a sow's ear. That's right—I've reduced my pristine yacht (a Wauquiez 43 named Ganesh) to the state of a garbage scow. This wasn't easy nor cheap. Here's how.

"Wait one second," you might say. "This is crazy! I've never read a magazine article in which the so-called 'marine expert' admits he is, in reality, a demented yacht-destroyer!" Exactly.

And all with the best of intentions.

Out with the old ...

Let's take the swim platform, as a typical example. My new vessel had an extremely well made, firmly attached swim platform on its transom—perfect for swimming and snorkeling. In addition, it served as a boarding platform. It was particularly useful when loading lots of boxes and



bags aboard. And, of course, it anchored the robust swim ladder's base.

I used it every day—many times a day—for the first six months of my on-the-hook ownership.

Then I chopped it off.

Why? Because it didn't heave-to well in the ultimate storm. It slapped.

How many ultimate storms have I been through in 53-years of living aboard and 100,000 + miles of ocean sailing?

Nonetheless, I chopped it off, and felt 'macho man' righteous as I did so.

About the same time, my Monitor windvane arrived. It was designed to wrap around my transom swim ladder. This it did extremely well—making the swim ladder utterly, totally useless.

And, of course, I no longer had the swim platform. So boarding my boat from the transom became almost impossible; ditto, elsewhere too.

... the consequences of which are: (1) I seldom go ashore; (2) I seldom bring anything aboard; and (3) I only board at midnight on moonless evenings ... so other yachtsmen don't snicker at me as I slither aboard under the lifelines like an ashamed snake.

This wouldn't be so bad if my boat had normal topsides. Alas, it does not. My topsides are higher than Charlie Sheen! It's true—I've got more square feet of sail area in my transom than I do in my 135% genoa!

Even the sales brochure admits this with the awkward spin of 'generous' topsides.

Let's put it another way: you don't have to worry about falling overboard and drowning on Ganesh—as the impact of hitting the water from such a height will be instantly fatal.

Still doubt me?

Well, there are places to attach an aviator's oxygen mask on my stanchions!

When dashing forward to tuck a reef in my mainsail, I use the altimeter on my Casio Sea Pathfinder wristwatch to monitor my progress. Usually, about half-way, I feel my ears pop. Yes, she has 'a generous sheer line' as well.

Did I mention my vessel has ten times more tumblehome than her competitors?

What is tumble-home?

It is a simple, clever idea to turn a vessel into a scratchmagnet. It makes docking-without-removing-the-gel-coat nearly impossible. (Yes, I'd like to occasionally dock, especially since I can no longer easily access my dinghy because I chainsawed off the freak'n swim platform!)

Oh, yachts are so interrelated, eh?

Let's expand on this interrelatedness for a moment.



Sailing Humor

Another expensive system my vessel had upon purchase was mainsail furling. The previous owner was ... how shall I say it?

... let's just say, as a sailor he was a hell of a throttle-jockey. He was one of those gear-head mariners who asked his fellow blow-boaters, in all seriousness, "How many RPM do you sail at?"

This 'main furling' system cost a fortune. The sail was brand new. You never had to leave the cockpit in heavy weather—just tug on a string or two.

I purchased the boat in French St. Martin. Alas, I had my sailing buddy and favorite sailing editor Gary Brown aboard almost immediately.

"Hold on a moment," he said as I awkwardly hoisted him aboard with the main halyard, "That mainsail isn't up to Cape Horn standards! In fact, it is a lubberly affectation, Fatty! Surely, you ... notorious offshore seadog that you are ... will deep-six it immediately!"

Of course, I should have noted that I had no intention of seeing Cape Horn on anything but a postcard from Chile, but I did not.

Gary is also an ocean sailor. He writes novels about the sea. He single-hands, etc. I admire him. I craved his respect. Thus I dashed below for the bolt-cutters ... and within minutes had the entire ten-thousand-dollar mess snarling up my deck.

"That's better," said Gary smugly, and handed me a check for one hundred dollars.

"That squares us up on your last ten stories," he said, then squinted saltily at the distant horizon, and finally mused, "Hey, I wonder how much a proper new mainsail costs these days?"

Yes, I am susceptible to peer pressure. I don't like to admit it, but it is true. My therapist calls these episodes 'following false imperatives' but I hate to disappoint a friend.

Another example: the beloved Perkins Four-154 I wrote about so lovingly in these very pages a few months ago.

It ran like a fine watch, and had been doing so for over 32 years.

I was proud of it—so I installed a series of clever LED engine room lights to illuminate it artfully.

Then I boastfully showed it to a gay friend ... which was a HUGE mistake.

"Oh, dear," he sighed when he saw its color. "... green is, like, so yesterday!" he tut-tutted. "Can't you straights afford a new, up-to-date color-chart? I know you can't accessorize or choose trendy clothes ... but I mean, really, my dear ... green?"

"... well," I sputtered in response, "perhaps green was a popular color for diesels back in the late 1970s."

"... dreadful!" my friend shushed me with a lethargic

wave of his limp wrist. "Can't you breeders ... incidentally, how is your daughter Roma? ... Anyway, can't you Hopeless Heteros do anything right? I mean, can't you call up Perkins and asked for some color swatches or something?"

I did, and, amazingly, Perkins did send me a color swatch ... I guess the request is more common that I thought ... in a hot pink envelope.

"It appears that 'Blue Steel' is the color-of-the-moment," I informed my friend.

"... oh, that would go nicely with all the rusty oil streaks on your boat, Fatty!" he squealed. "Buy it, Fat Mon, buy it!"

The very next thing I knew was that the famous 'Diesel Dan' Durban of Parts and Power in Tortola was wheeling a new M92B up to the dock crane of the Moorings in Road Town—which matched my color chip perfectly.

I compared the two, just to make sure.

I purchased the boat in French St. Martin. Alas, I had my sailing buddy and favorite sailing editor Gary Brown aboard almost immediately.

"Do you need any more technical info before we swing it aboard with the chain hoist," asked Diesel Dan solicitously. "Or perhaps some measurements or dimensions or something?"

"No," I said, "why muddy the waters with such technoirrelevancies? The important thing is: does it come with a small can of 'Blue Steel' touch-up paint?"

"Yes," said Dan, "but what a queer question!"

"Exactly!" I said in agreement, and thought, '... that dude is smarter than he looks'.

There was one small problem. It didn't fit. Perhaps Dan had been right—I should have taken some measurements. Thus I needed to 'adjust' my engine beds and to perhaps even 'modify' them. This didn't sound too difficult. So I dove into my bilge with the Sawzall, and swiped away at a pesky structural member ... which, once sawn through, allowed the entire engine bed system to droop down into the bilge like a semi-deflated balloon.

Ouch!

"... but you said, slip in a new engine," my wife Carolyn screamed at me. "Then you said 'toss' one in ... and finally you said 'swing one aboard'... none of which sounded too difficult!"

"Repowering an ocean-sailing 43-foot yacht is, alas, more difficult than, say, changing a light bulb," I admitted. "In fact, I have to grind out the old engine beds and then glass up the new ones..."

My wife is always looking for an opportunity to go to a marina—all the better to destroy her liver on someone else's booze. Soon we found ourselves at Village Cay marina in Tortola, on C-dock, tied up amid yachts.

Carolyn was in seventh heaven—flitting from one alcohol-awash cockpit to the next, squealing girlishly, "The only way our marriage makes sense is if I'm atoning for a sin in a previous life ... I must have been some-kind-of-bad, eh?"

We didn't want anyone to know we were doing major work inside—so, to keep the noise and the dust down, Carolyn would just wire-tie the grinder into my bleeding, calloused hands, exit, close up the boat tighter than a bull's butt ... and then plug in the shore power cord as she headed for the nearest cockpit party.

To her credit, she never forgets to return around noon, unplug the cord (which shuts off the grinder), and toss down a thin baloney sandwich into the murky engine room.

We don't talk much. Once I inferred that I thought I should purchase a new breathing mask—an idea she immediately vetoed as too expensive. "... wearing the clean BVDs backwards on your nose and mouth might not be stylish ... but works just fine! Besides, if God didn't want you to grind fiberglass, he wouldn't have given you damp nose hairs!"

Only once did she initiate conversation: "... did you notice how cute that marina-quy named Pumpkin is?"

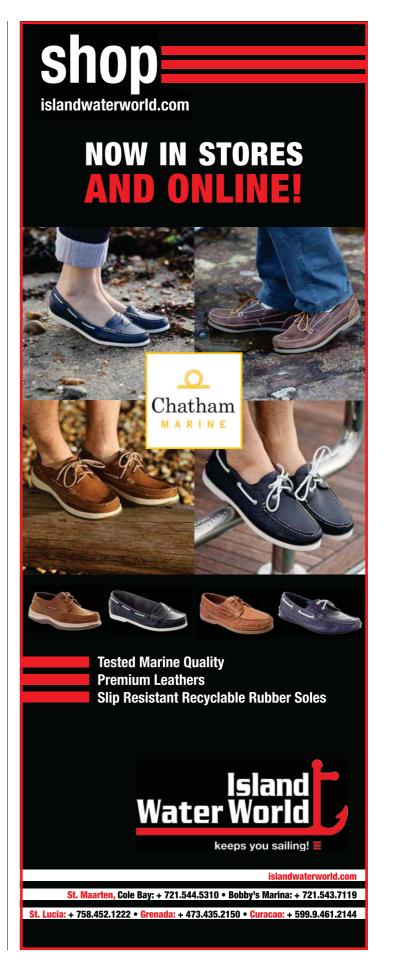
And that's where we are today. The new diesel is in the cockpit, and I'm laboring away underneath it (on all levels). If Carolyn needs more money for ice, limes, or booze ... she just leads a gullible, rich, tipsy guy (who can read; not many yachties can) down to our finger pier—and makes me sign a book for him.

There's about a quarter inch of itchy fiberglass dust distributed evenly throughout my once pristine vessel. Broken tools, half-finished meals, and shattered wine glasses litter the gritty cabin sole.

But, hey, this is the tropics. There's no rush. Things happen s-l-o-w if they happen at all. And my wife Carolyn has suddenly become very accommodating and understanding about the whole fiasco. "No problem, Fatty!" she said. "The girls and I are having 55-gallon drums of Bloody Marys aboard the mega-yacht Rehab is for Quitters this morning ... I am so sorry you can't come!"

(Editor's note: Fatty and Carolyn are currently attempting to get their steering compass out of hock, and sail around the world one more time.) 0

Cap'n Fatty Goodlander has lived aboard for 53 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

BELLY TIMBER

BY JULIAN PUTLEY **GRAPHICS BY HANNAH WELCH**

n the days of yore - or let's say early 19th Century - on board ship, the rations per man, per meal, were likely to be a hunk of salt pork, sea biscuits (with weevils), a chunk of bread ... and perhaps some pickled cabbage to keep the scurvy at bay (thanks to explorer Captain Cook). It was a question of 'eat to live' rather than 'live to eat'. How thing have changed!

Personally, I like food; it's one of life's great pleasures. To satisfy a good appetite on tasteless starchy food, just to fill a stomach, is a wasted opportunity. Even those on a budget can come up with tasty victuals using a bit of imagination - and imagination is less than a dollar a pound. Big expensive charter boats vie for customers by extolling the skills of their respective chefs. Guests often are served tropical cocktails, appetizers like deep fried camembert with a fruit coulis or breaded fried fish nuggets with a remoulade. So delicious and fattening are these tidbits that guests are often full before the main course is served, leading to the observation that wooden ships and iron men are a thing of the past, and plastic ships and jelly bellies are a fact of the present.

Charlie has a weakness for junk food and on a recent yacht delivery, from South Africa to the Caribbean, took on a green crew. Before departing, they went to a fast food outlet (which shall be nameless) and ordered Big Macs and giant cokes all round. On their way out, Charlie collected all the empty containers and surreptitiously put them in a plastic bag and carried them back to the boat.

The yacht was one of those ubiquitous catamarans, the yacht of choice by many large groups and families vacationing in the Caribbean today. Charlie with his crew of three had been en route for five days when, just after lunchtime, he decided to lay out all of the previously saved junk food containers: giant cups, bags, plastic forks, ketchup and mayo sachets - on the saloon table. When the off-watch crew member woke up and staggered sleepily into the main salon he gasped in surprise at the evi-



dence of a just-finished fast food feast. "Where did all this come from?" he croaked. "Where's mine?"

"Well," said Charlie, "we tried to wake you to see if you wanted anything but you were sound asleep. We just passed by the 'Sail Through' window and couldn't resist it."

"Well, you could have ordered me a cheeseburger and fries," said the gullible crew member as the others burst into raucous laughter and started throwing the empty containers at him.

Gullible (yep, that's his new name) is now land-based in St. Maarten. 0

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

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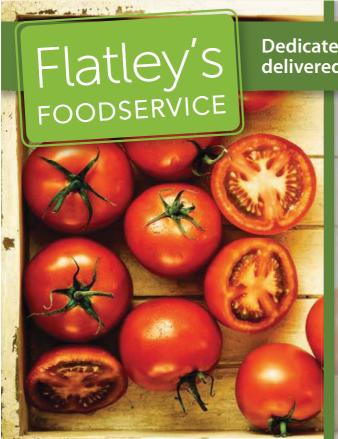
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LIFT IT

RETAIN AND MAINTAIN YOUR DINGHY AND ENGINE

BY SIM HOGGARTH



finally decided it was time to devise a way to lift the dinghy out of the water at night. Anything that helps us sleep easy, be it ground tackle that has earned our trust, halyards that don't slap endlessly in the slightest breeze, or the knowledge that the dinghy will be there in the morning has got to be a good thing, right? And there would be other benefits too: Our new (well, secondhand) dinghy has a shiny white bottom and we'd like it to stay that way. The days when a trip to the beach to clean the dinghy seemed like an adventure have sadly passed. These days it's just a chore. So no more dinghy scrubbing for me.

So, how to find a solution? For most catamarans - and many monohulls - some sort of davits are the obvious answer. Costly, yes, but once installed davits are easy to use and always ready, and in most cases the dinghy can stay on the davits whilst underway. But this wasn't going to work on our Corbin 39, with its round canoe stern and the Aries wind vane steering gear hanging off the back!

Moving on to plan B, the next solution was to hang the dingy from a halyard as we see many other cruising folk do. After several attempts—and a fair bit of pondering—I



decided that this was not for me. For live-aboard cruiser types like us the standard mode of transport is most likely an old, heavy-duty 10ft rigid inflatable dinghy with a 15hp outboard engine. Add a bit of fuel and a few odds and sods and that adds up to 250lb or more. Which is more than I really wanted hanging off my masthead sheaves and loading up my main halyard winch night after night.

Back to the drawing board.

I wanted something that was easy to rig, quick and easy to operate and that didn't put too much load on anything. If it was difficult to do it would be all too easy to neglect. I needed a purchase of some kind; a mechanical advantage as opposed to the financial kind. I eventually came up with the idea of using the running backstays; easily unhooked from the chain plate and transferred to the dinghy lifting strops. I now used a dedicated 2:1 purchase attached to the running backstay wire and led back to the primary winch. Then I added a guy line going forward to counteract the pull aft.

Some experimentation was needed to get the strops just the right lengths to give stability, sufficient lift and a slight angle, so that with the drain plug removed the rain will always run out. A dinghy full of water would weigh over 1200lb. The result was just what we were looking for; easy to do, simple and sturdy.

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





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ST. MAARTEN HEINEKEN **REGATTA 2013**

NEW! HEINEKEN LIGHT INSHORE CLASS

BY GARY E. BROWN



Michèle Korteweg

s the March edition of All At Sea hit the stands, the 33rd Sint Maarten Heineken Regatta got underway and this year a new event has been added to the world famous sailing event.

Visitors to the St. Maarten Yacht Club and those interested in match racing will have seen the fleet of one-design Jeanneau Sunfast 20s owned and operated by Lagoon Sailboat Rentals. These are the same boats used by the world's leading match racers during the Budget Marine Match Race Cup and the boats that competitors will sail in the new Heineken Light Inshore Class.

Sint Maarten is the ideal location for the Inshore Class because should conditions prove too boisterous along the coast, the race officers can move the event into the sheltered waters of the Simpson Bay Lagoon. It would be a mistake, however, to think a switch of venue will offer less challenging courses. Yes, seas may be flat inside the lagoon but this stretch of water is notorious for its shifting winds that present a huge challenge to tacticians and helmsmen.

Courses will vary depending on venue but mainly will be windward/leeward format with the possibility of longer races on any of the race days. The Heineken Light Inshore Class is part of the main Heineken Regatta, but there's an added bonus: On their first day of racing the inshore fleet will compete for the Vice-Commodores Cup.

For a fee of \$500, sailors taking part in the Inshore Class receive use of the Sunfast 20s for five days, this allows for one practice race day, the 'Vice-Commodores Cup' and three days of St. Maarten Heineken Regatta. There is an additional regatta entry fee of \$100 per boat.

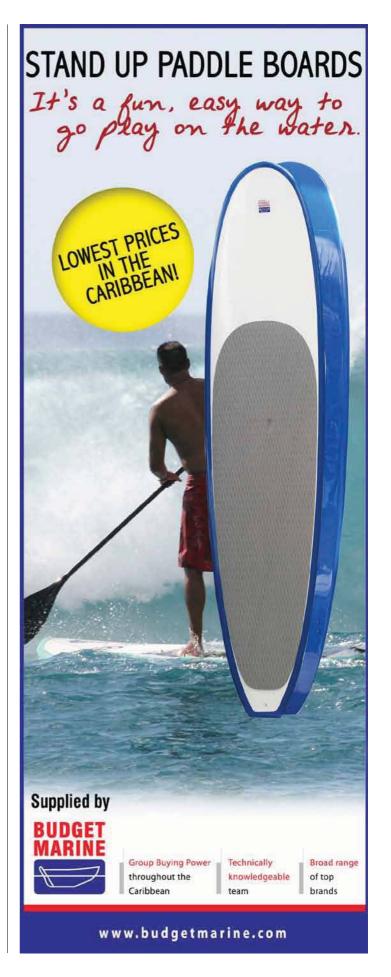
The highly-maneuverable Sunfast 20s have a comfortable cockpit that is well set up and the boats are easy to race by a crew of three using only the main sail with a self-tacking jib. The yachts have internal ballast with a swing lift centerboard and rudder. They are non-spinnaker boats and there is a fleet of nine. Races will last around 40-minutes and race officers hope to run at least four races per day.

One-design racing in identical boats means all boat ratings are the same. This type of racing is highly competitive and growing in popularity worldwide.

Regatta director Michèle Korteweg describes the new class as "a great way to make sailing in the St. Maarten Heineken Regatta more accessible to a lot of people, those with little sailing experience and a smaller budget." She says that sailors, who don't own a boat, will no longer have to search for a boat on which to crew. "This is a possible first step to participating in the Regatta as you don't need to find a large group of friends or colleagues, as you only need three or four people to sail the Jeanneau 20s."

Korteweg sees the new class as a way to bring small boats back to the Heineken Regatta. "In the past we always used to have the beach cats, but for safety reasons we removed this class from the event. The 20-foot Jeanneaus are great little boats to sail, but they are challenging, especially inside the lagoon with its shifty winds," she says, adding, "perhaps the new inshore class opens up the door for a Laser class next year."

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



WHAT DOES IT TAKE TO **PUT TOGETHER A SPRING REGATTA CAMPAIGN?**

BY CAROL M. BAREUTHER



ailing over the finish line first takes a lot more than sheer talent and training. There are a number of tasks that need to be accomplished weeks and sometimes months before hitting the start line. Here is a behind-the-scenes look at what it takes some of the Caribbean's most competitive skippers to put together a successful spring regatta race campaign.

Crew & Crew Training

"Experience has taught us that the most critical component of success in sailboat racing is the crew, better described as the 'team'," explains St. Thomas' Paul Davis, whose J/27, Mag 7, has raced in over 140 regattas since the early 1990s. "For Mag 7 the core five crew members have been with the program for five to ten years. We're on our third race boat together. Time on the water in practice is the key to perfect boat handling and trips to the podium."

Sint Maarten's Frits Bus, who will this season campaign his Melges 24, Team Island Water World, says, "Friends are



my first choice to have as crew. Sailing the regattas is not only for the competition; it's also a vacation, a good time together sharing free time."

Yet good crew has become a real nightmare for some with the current global economic climate - unless a skipper is willing to pay them, claims Antigua's Bernie Wong, who plans to sail his Mumm 36, High Tension, in at least five major regattas this season. "Just when you think you have full crew suddenly two or three will drop out because they got some kind of job opportunity, and right now that will always take priority! It's often best to find nice persons than train them to be crew, if time allows, and then you get good faithful crew."

Training his own crew is what Puerto Rico's Jaime Torres, who will be racing his new Melges 32, Smile and Wave, did last season. "Finding talented crew for an extended sailing campaign is very challenging and one of the greatest obstacles to succeeding at the high performance levels required to win in the Caribbean. Our team chose to train new crew members from scratch or trained beginners to become high performance sailors. We accomplished this with a combination of bi-weekly training sessions and through the hiring of private coaches."

Boat Prep

"If you want reliability on the racecourse, it is necessary to examine every possible piece of equipment methodically," says Bernie Wong. "To be competitive, especially in the racing classes where 'money is no problem,' you can't have sails older than a couple of years. In addition, for boat speed the bottom finish is one of the most critical factors. It's no coincidence that boatyard owners always do well in regattas."

Saint Thomas' Paul Davis spends summer and fall in the boat yard completely resurfacing the bottom of his boat and plugging all the holes that could lead to water weight. "With age, these balsa core boats tend to soak up water which can slow the rocket down," says Davis.

Behind the Scenes

In large well-funded campaigns there's a team manager to take care of details such as booking travel and regatta registration. Many highly-competitive international teams travel with their own chef. But these jobs on successful Caribbean teams often fall to the owner.

"This is a major logistical challenge for low budget race teams such as Smile and Wave," says Puerto Rico's Torres. "We create a full season crew schedule and pre buy air tickets. Accommodations for us this year will be on a charter catamaran, which will simplify race day operations but provides the added challenge of limited cooking facilities."



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Racing Circuit





In addition to crew travel, there's boat delivery. "We tow Mag 7 with Papillon, our mother ship, and three to five crew for delivery," explains Davis. "Unfortunately sail boat racers often also have jobs. The ones that can't deliver get flown or ferried over and we all stay comfortably on Papillon in the marina."

"I take care of all paperwork, travel arrangements, registrations and accommodations," says St. Maarten's Bus. "However, we share in the work for shopping and cooking."

Co\$t

A spring regatta campaign isn't cheap. These skippers estimate it costs them anything from \$4,000 to \$7,500 per regatta; from \$16,000 to \$20,000 annually for four to five regattas, and up to \$60,000 for eight regattas.

Yet, St. Thomas' Davis sums it up well: "Even though when it's all over and the boat is beat, the crew is battered, and I'm down on funds, we couldn't and wouldn't trade the experience for anything! Race on!" 0

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

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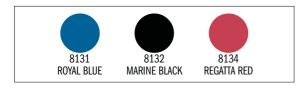


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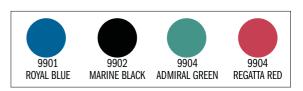


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Transat Classique 2012, the spectacular transatlantic race for classic and vintage yachts organized by the Atlantic Yacht Club and sponsored by Officine Panerai. As her prize, the 1967 Marconi ketch received a Luminor 1950 Rattrapante 8 Days Titanio, a Special Edition watch created by Panerai for the event and featuring the Transat Classique logo on its case. Having started from Cascais, Portugal, on December 2nd, White Dolphin sailed into Barbados on December 23rd ahead of Corto and the oldest member of the fleet, The Blue Peter (1930), which finished third.

White Dolphin ran a perfect race and finished first on elapsed time and corrected time on the leg between Saint-Tropez and Cascais,

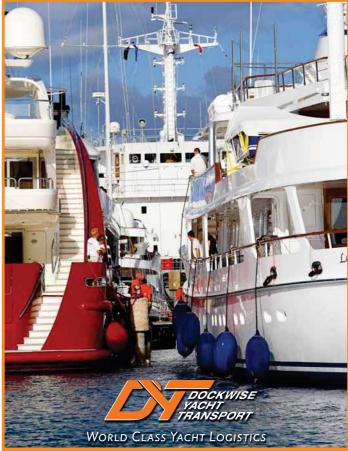
PANERAI TRANSAT CLASSIQUE 2012 FULL RESULTS

NAME	BUILT	DESIGNER	LOA	RIG
White Dolphin	1967	Vincenzo Beltrami	20.2m	yawl
Corto	1970	Dick Carter	13m	sloop
The Blue Peter	1930	Alfred Mylne	19.65m	sloop
Persephone	1969	Dick Carter	11.3m	sloop
Gweneven	1975	Olin Stephens	11.6m	sloop
Valteam	1965	Renato Levi	22.25m	yawl
Gimcrack	1961	David Simmonds	11.58m	yawl
Croix des Gardes	1947	Henri Dervin	15.3m	
Cipango	1966	Franz Maas	11m	sloop
Artaius	1999	Nigel Irens	6.31m	gaffer
Marie des Isles	1973	Daniel Bombigher	20m	gaff schooner
RALLY CATEGORY				
Red Hackle	1989	German Frears	18.28m	ketch



and in the main event from Cascais to Barbados. These victories owe much to the ketch's magnificent lines but also to the skill, determination and enthusiasm of her crew led by her owner Pascal Stefani and skipper Yann Delplace. Demonstrating a spirit of solidarity and ingeniousness, they battled with the technical problems that characterized their passage — engine and generator problems, torn spinnaker, broken boom track. But they also enjoyed some memorable moments with unforgettable night watches, thrilling surfing and spectacular sunsets.

"We had our racing heads on throughout the race, first to catch up and overtake The Blue Peter and then to hold on to our lead," says Pascal Stefani. "We also had to ward off the attacks by Corto and Persephone, the two rivals threatening us on corrected time. Our best option was to head directly south, going east around the Canaries. There, we found some wind while our opponents were



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MARCH - DECEMBER, 2013

VOYAGES FROM THE MEDITERRANEAN			TO THE EAST COAST USA		
TO THE CARIBBE	AN		Martinique	Port Everglades	03/2013
Genoa	→ Martinique	11/2013	Martinique	Port Everglades	12/2013
Palma de Mallorca	Martinique	11/2013	St. Thomas	→ Newport	04/2013
Palma de Mallorca	St. Thomas	04/2013	St. Thomas	 Port Everglades 	04/2013
TO THE EAST CO	AST USA			OM THE EAST COAST	USA
Newport	Palma de Mallorca	05/2013	TO THE CARIBBE		
Newport	Palma de Mallorca	11/2013	Martinique	→ Genoa	03/2013
Port Everglades	→ Genoa	04/2013	Martinique	→ Genoa	11/2013
Port Everglades	→ Genoa	05/2013	Martinique	Toulon	06/2013
Port Everglades	→ Genoa	09/2013	St. Thomas	Palma de Mallorca	04/2013
Port Everglades	→ Genoa	10/2013	St. Thomas	Palma de Mallorca	11/2013
Port Everglades	→ Genoa	12/2013			
Port Everglades	Palma de Mallorca	03/2013	TO THE MEDITER	RANEAN	
Port Everglades	Palma de Mallorca	05/2013	Newport	Palma de Mallorca	05/2013
Port Everglades	Palma de Mallorca	06/2013	Newport	Palma de Mallorca	11/2013
Port Everglades	Palma de Mallorca	09/2013	Port Everglades	→ Genoa	04/2013
Port Everglades	Palma de Mallorca	10/2013	Port Everglades	→ Genoa	05/2013
Port Everglades	Taranto	05/2013	Port Everglades	→ Genoa	09/2013
Port Everglades	→ Toulon	06/2013	Port Everglades	→ Genoa	10/2013
			Port Everglades	Genoa	12/2013
VOYAGES FRO	M THE CARIBBEAN		Port Everglades	Palma de Mallorca	03/2013
TO THE MEDITERRANEAN		Port Everglades	Palma de Mallorca	05/2013	
Martinique	→ Genoa	03/2013	Port Everglades	Palma de Mallorca	06/2013
Martinique	→ Genoa	11/2013	Port Everglades	Palma de Mallorca	09/2013
Martinique	→ Toulon	06/2013	Port Everglades	Palma de Mallorca	10/2013
St. Thomas	Palma de Mallorca	04/2013	Port Everglades	Taranto	05/2013
St. Thomas	Palma de Mallorca	11/2013	Port Everglades	Toulon	06/2013
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Racing Circuit



Despite the discomfort, everyone agreed that it was a magnificent adventure, especially Pascal Stefani, owner of White Dolphin and outright winner of the Panerai Transat Classique 2012.

stuck in light airs. But even if it was a significant moment, we still had a lot to do to win the race."

Between Cascais and Barbados, the wind blew mostly from the east however the crews had to put up with tiring choppy seas. The most affected were the smaller boats in the fleet. Cooking was sometimes impossible and sleeping was almost a gymnastic experience.

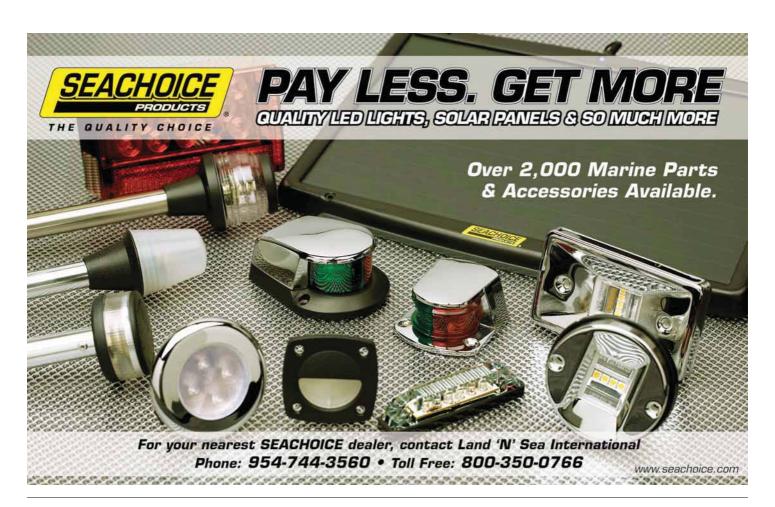
"The three guys on board are heavyweights and easily wedged themselves into their bunks. Whereas I'm much lighter and couldn't stop rolling from one side to the other," says Juliette Petres of Cipango.

Despite the discomfort, everyone agreed that it was a magnificent adventure, especially Pascal Stefani, owner of White Dolphin and outright winner of the Panerai Transat Classique 2012. After receiving his Panerai watch, Pascal had this message for the organizers: "We all had the same dream; thanks for helping us make it come true."

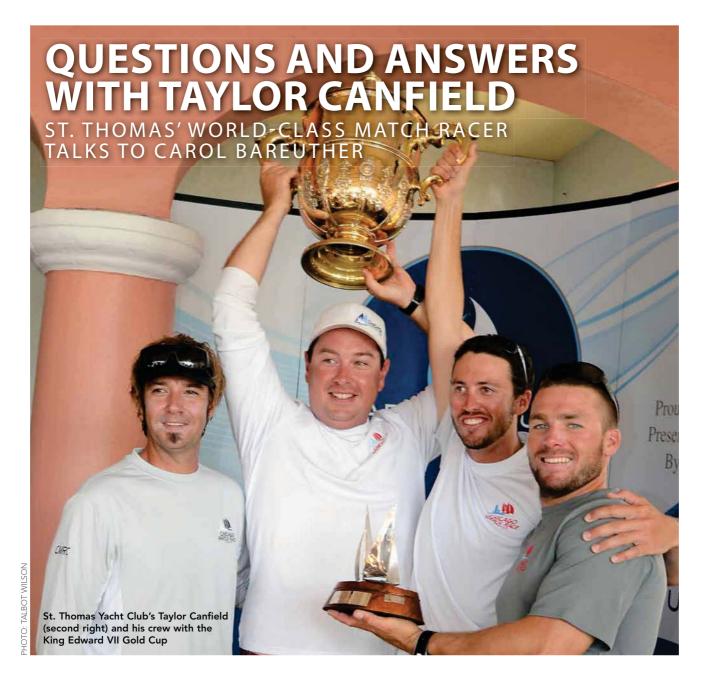
During the prize-giving ceremony, the atmosphere was particularly emotional. Those present were extremely touched by Elizabeth Kelman (7) and Matthew Kelman (6) as they collected their special prize.

The good-humoured competitiveness of the sailors was also on display, especially in the case of two crews who fought a race-within-a-race. Gérald Ravache, the young proprietor of Gimcrack, presented Maurice Benzaquen, owner of Cipango, with a piece of the spinnaker halyard and snap hook that gave way during the latter stages of the race to deprive them of any hope of crossing the line before their rival. This offering was also a symbol of how the crews pushed their boats hard but always in full knowledge of their limits.

Some of the competitors remained in the Caribbean to take part in the Barbados Round the Island Race and the Antigua Classic Yacht Regatta, one of the main events of the Panerai Classic Yachts Challenge. 0







e grew up like many young sailors in the Caribbean: that is, racing dinghies with friends, making adventures out of sailing every day, and in so doing perfecting his competitive skills. Today, 23-year-old Taylor Canfield is one of the best match racers in the world - literally. Impressive wins last year in both the Argo Group Gold Cup and Monsoon Cup skyrocketed him to 9th in ISAF's match racing rankings. Only one other Caribbean sailor has surpassed this achievement, Canfield's fellow islander Peter Holmberg. Yet no other Caribbean islander has accomplished this feat at such a young age. All At Sea asked Canfield about his secret to success and what's next?

When did you realize you wanted to match race?

I first fell in love with the sport of match racing when I was 13, when I traveled to Bermuda for the Renaissance Re Junior Gold Cup with Peter Holmberg; he was competing at the same time in the Argo Gold Cup. It wasn't until age 16 that I could participate in match race events. I qualified for the U.S. Match Race Championship my first year. Then I sailed the Governor's Cup in California, which was a great learning experience.

How did you accomplish your goal?

No specific way, although I do believe if you want something bad enough you can make it work out. I didn't match race



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Racing Circuit



much in high school or college, but I was able to get involved in team racing. I won the high school and college team race championships while attending Antilles and Boston College. Many of the rules and aggressive fast paced sailing attributes were similar to those in match racing. At the end of the race there is no second place. It's either a win or a loss. Most importantly the balance between the short course tactical fleet racing and the boat-on-boat aggressive team racing was nice to transfer my skills over to match racing.

How did you land a job at the Chicago Match Race Center (CMRC)?

I worked at Chicago Yacht Club for three summers while attending college and was able to get involved in the match race center. I negotiated to help volunteer and work for the center in my spare time in return for a membership during the summer, which gave me access to the boats. During my last summer, I knew that founder Bill Hardesty was not going to return so I reached out to CMRC in hopes they were in need of a new sailing director. I started as a full time employee in June 2011.

How does your job at the Center assist you in match racing?

I am surrounded by match racing every day. Sailing, rules talks, clinics, coaching, you name it. I also have full access to the boats, so I am able to bring my team in to train at any point as long as it does not disrupt any of the standard

operations. And, I compete in many of the 10 to 15 events that the CMRC hosts each season.

In 2011 you hoped to gain entry into the World Match Racing Tour (WMRT). Now you have won two of the tour's biggest events. How did you accomplish this?

My college coach Greg Wilkinson told me that you get better at sailing through time on the water. I've spent countless days on the water. Whenever I call him to catch up, the first question he asks me is if I went sailing today. I said to him once 'even the best don't sail every day' and he replied, 'do you want to be the best or in front of the best?' Crew Hayden Goodrick, Matt Clark, Dan Morris, Josh McCaffrey, Rod Dawson and Mike Rehe were very important to our success in 2012.

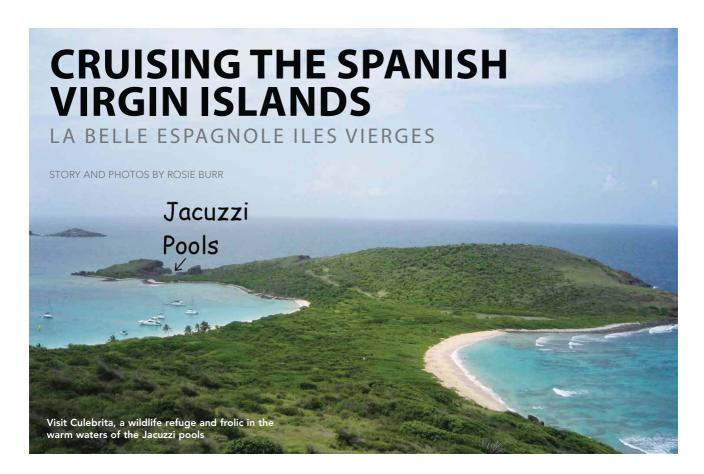
What are your ultimate sailing goals?

One of my main goals is to compete on the WMRT for a few years and hopefully win the tour. I would also love to start calling tactics in some of the bigger one design classes such as Melges 32, Melges 20, TP52 and RC 44. I would also like to try some catamaran sailing and get involved in Extreme 40 series.

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







verybody knows the United States and British Virgin Islands but when you mention the Spanish Virgins people stare at you with a quizzical look on their face. This archipelago to the east of Puerto Rico has an undeniable Caribbean charm with a Latino twist and the people are warm and welcoming. There are a plethora of different anchorages to choose from, seldom crowded and often with free mooring buoys.

We will start at the western end of Viegues, a wonderful spot in the area of Punta Arenas, previously referred to by the US Navy as Green Beach. The US Navy had a huge presence on Viegues for over 60-years, which is why there has been no major development on the island. Except for the remains of target practice, you will find many unspoiled beaches. At Green Beach the water is the clearest you have ever seen. Small coral gardens and rocky ledges attract vast arrays of fish. Sand dollars and unusual sea urchins dot the seabed and rays eye you warily from under your boat. The beach is the epitome of an undiscovered paradise with thick tropical foliage and bent palm trees dipping their fronds at the water's edge. It now forms part of Viegues Wildlife Refuge - the largest in the Caribbean.

Some cruising guides note that a clockwise circumnavigation of the island is the best route to take to help against the wind and the tide, however, when we were there, there was



very little wind so we choose to travel east along Viegues' southern coast. Esperanza is a small fishing village half way along this coast. It has a pretty Malecon (waterfront street) with a few small restaurants and a museum. Right next to Esperanza is Sun Bay, a large stretch of white crescent-shaped beach.

Puerto Mosquito and Puerto Ferro are bioluminescent bays. The bioluminescence can be seen on a dark night when microscopic organisms react on being moved and give off a bluish-green light. Sure enough, as darkness fell tiny lights twisted and twirled in the water. It wasn't quite the spectacle we expected after Googling 'bioluminescence' on the internet but it was still impressive. With a six-





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Cruising

foot draft, we were only able to enter Puerto Ferro although I understand that Puerto Mosquito is where the bioluminescence is at its best. Both bays have narrow entrances, which make them perfectly protected from the seas.

Traveling eastward, you'll pass the large mangrove bay of Ensenada Honda that is reputed by some to be a hurricane hole, many a day could be spent gunk holing here. We made our last stop on Vieques at Bahia Salinas Del Sur. Despite the Navy returning the island to the people, some beaches remain off-limits as they are still to be cleaned and swept for unexploded ordnance. The signs posted every few hundred yards make it very apparent you are not to step foot ashore.

You will have a beautiful sail from the east end of Viegues to the west end of Culebra. Stop first at Cayo Luis Pena and pick up one of the moorings on the west side of the island. Snorkeling is great, right off the secluded beach, in the rocky outcrops. When you are ready to move over to mainland Culebra, you have many choices. Perhaps pick up a mooring to the west of the island by the small colorful town of Dewy. Or perhaps you would prefer a free mooring behind the reef at Dakity Habour where the cool trade winds can blow through your boat unhindered. Many choose to anchor by the town to the west of Cayo Pirata. Make sure you take a hike over to Flamenco Beach on the northern side of the island. This is a stunning bay with a large white sandy beach and warm shallow water in which to frolic. They have showers and toilet facilities, a camping ground and wonderful food kiosks selling an array of Latino delicacies including empanadillas that are not to be missed.

There are many small islands to visit within the Spanish Virgins but if you have to choose just one, my favorite is Culebrita (Little Culebra). This little island is deserted except for wildlife and a lonely dilapidated lighthouse at the top of the hill, said to be the oldest in the Caribbean and now a US national monument – though in need of some repair. On the north shore a semi circular bay can be found with plenty of moorings, although it becomes untenable in a northerly swell. It's a great place to snorkel or climb to the old lighthouse for spectacular views out across the island. But the main attraction is the 'Jacuzzis'- a group of rocky pools to the north of the bay fed by the warm Caribbean sea.

So, if you are looking for something off the beaten track the Spanish Virgins offer a fusion of Caribbean and Spanish culture with fabulous snorkeling, beautiful untouched beaches and many uninhabited islands.

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



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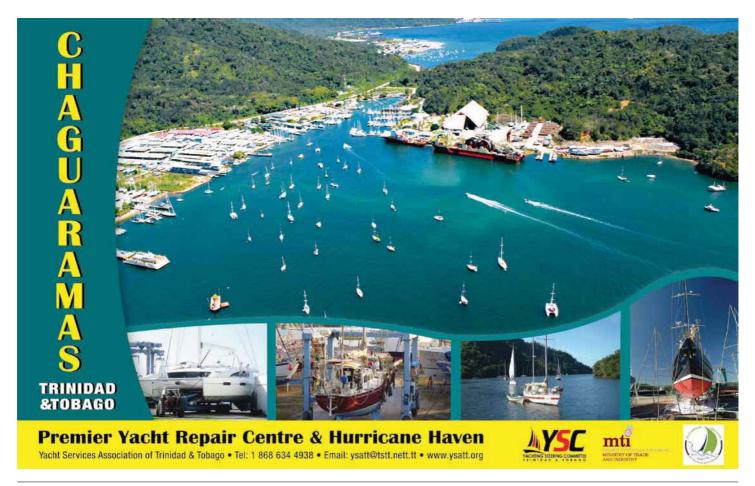


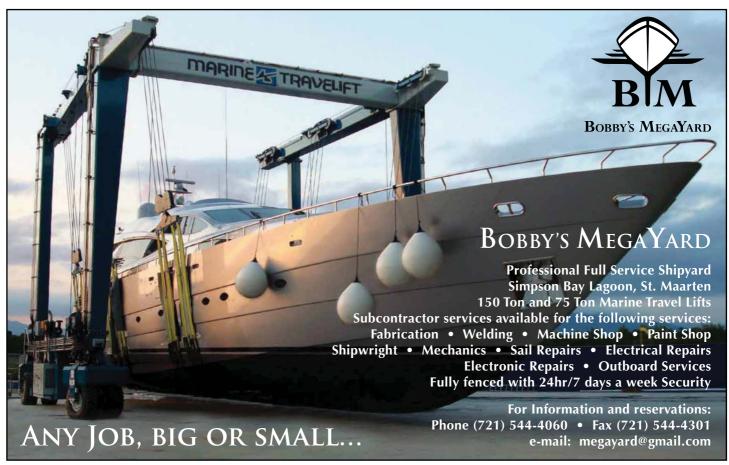


earing some cruising sailors propose that one particular rig is far superior to another, or that one type of hull form or boat type is the best, is really quite amusing if you think about it. If getting from one port to the next the fastest and easiest

way possible is so important, then why are we out there sailing in the first place? Sailing is not about efficiency, but about the experiences we have and the feelings we get from the process.

If we are to analyze what makes one particular boat or rig





Seamanship & Voyaging

our favorite, then it is necessary to decide if only logic shall be used as a baseline, or if emotions or aesthetics can come in to play. To many of us, these ethereal conditions play a large part of what makes sailing worthwhile. If one is only concerned about moving from point A to B in the easiest and most efficient manner, then we would take an airplane, right? So sailing is illogical to begin with. Granted, sailing can take you to places that cannot be reached by airplane, but one could always hire a powerboat and reach anywhere on the planet, so obviously logic has nothing to do with the decision of what kind of a boat we must sail.

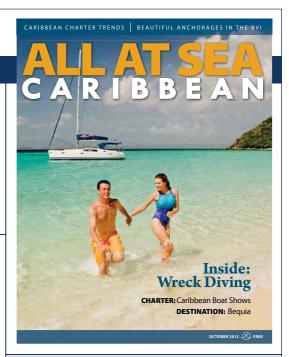
Since we have thrown out logic as our criteria for the type of boat we choose to sail, we can now concentrate on other really important and compelling as-



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pects of what makes one type of boat suitable where another would be, well, just totally wrong. For example, If you see yourself as a Jack Sparrow type, with a swashbuckling charisma with the ladies (or men) and a devil may care attitude, then a heavy displacement pirate 'shippy' type boat like a Vagabond, Island Trader or CT ketch are the only boats for you.

If you imagine yourself as a sea captain of old, piling on

the canvas as you round The Horn with a full crew in the rig tending to ten or fifteen sails, then only a schooner or brigantine will do.

If you imagine yourself setting transatlantic speed records and screaming past every other boat on your horizon, then you must have a high performance trimaran—and yet if you wish to be the grand master of a large crew of wild partygoers, all scantily clad or jumping naked from the cabin and cockpit, then a large catamaran is your kind of a boat.

Seeing yourself with a pipe clenched in your teeth and a sou'wester hat pulled tight as you singlehandedly battle the elements in huge raging seas presupposes that your boat is a mighty double ended cutter, and if you love the bragging rights at the yacht club bar, then a maxi race boat is the only type of craft to consider.

So, maybe we can tell a lot about a person simply by the type of boat they sail. Of course, when looking at a charter fleet this becomes more difficult. Place a hundred charter boats in the Sir Francis Drake Channel on a busy Saturday, sailing every which way, and you have to look harder for clues as to what kind of sailors are really aboard these vessels. A quick glance at sail trim may tell you whether they are out there more for the party or for an efficient sailing experience. A look at the flag halyards might show a jolly roger fluttering in the breeze.

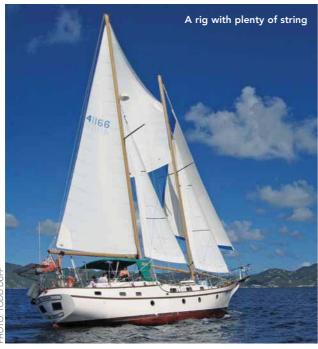
These are the Jack Sparrow wannabes. Watch out for a broadside with water balloons and some real wenches on the winches.

The cats may have six ladies sunbathing topless on the foredeck with the men all crowded around the helm trading stories about their frat days. Anchor close by them later and you won't need to play your own music; you can enjoy theirs until well after 0200.



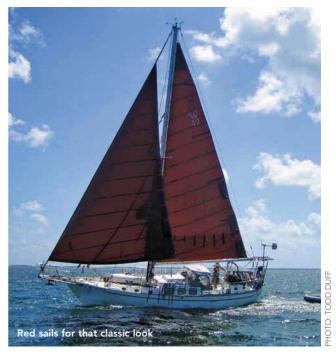
Seamanship & Voyaging





The Beneteau 50 with four couples in life jackets might be soon-to-be divorcees and new former best friends. Still, ask them what they sail back home and you might get a better idea of who they really are. The crew in life jackets may all be small boat sailors from Kansas who sell insurance for a living. The Catamaran people might run a modeling agency in Toronto and the Jolly Roger set may all have boats with pinrails and lots of teak sitting patiently back in their home marinas awaiting their crews' return.

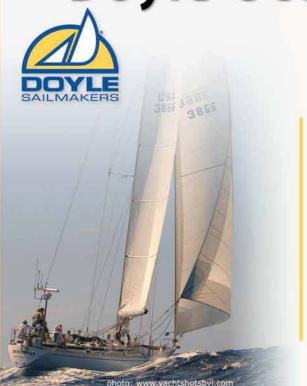
Whatever your lifestyle, there is a vessel that can tell the



world who you are. Set your sails on a boat that makes you happy and on which you feel comfortable and at home. The cut of your jib really may well speak of who you are in more ways than you had at first imagined.

After knocking around the Caribbean and Pacific coasts of South and Central America followed by a leisurely cruise through the Bahamas, Todd Duff and Gayle Suhich are now back in the Eastern Caribbean aboard their classic Westsail 42 ketch Small World.

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TWO THOUSAND MILES TO BRAZIL: PART 1

BY THOMAS TANGVALD



round four years ago, I had something of an epiphany; I realized we must move to Brazil. This decision came after careful analysis of our - my wife Christina, our son Gaston and me future on this rapidly changing planet. We would sell the micro farm I had built up in Viegues, Puerto Rico, and start again over there. For most of my life I have lived on, and owned boats. Now we had to find another one and sail her to Brazil. With such a mobile home we would have all the time in the world to carefully explore the country's immense coastline and find the perfect place for us.

I started looking for a sailboat that could carry us there safely and smartly. I searched the usual classifieds, walked the docks. I was even offered a boat for free, but all were too expensive, needed too much work, were too weak for a long ocean passage or promised poor windward performance.

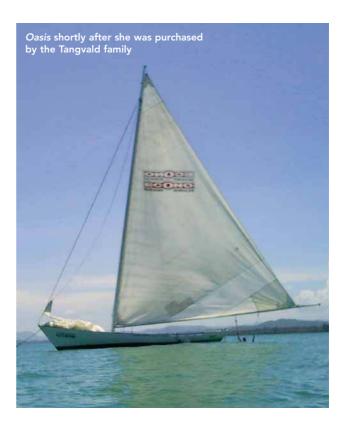
I have always much admired working sailboats, or boats closely modeled after them. In Puerto Rico there is a style of native sloop that are today used for racing but were originally built as fishing boats. They are noted for their exceptional turn of speed and ease of handling. While I was mulling over my options in Las Croabas on the east coast of Puerto Rico, some older gentlemen let me know that the 34ft Oasis was for sale.

Now it so happens that, ever since I was a teenager in Puerto Rico, the Oasis has been my favorite of all the racing sloops. She has the fairest lines of all the nativos and the most moderate proportions, as well as consistently beating all the others in races and being very well built.

I hurried to see the owner. He proceeded to 'interview' me at length to see if I was worthy of this piece of Puerto-Rican heritage.

Eventually we came around to the negotiating. He declared \$12,000, but I was determined to get her for \$10,000, as all I had was 12k and I knew perfectly well that I would have things to buy if I wanted to use her for ocean sailing. In fact, I had already withdrawn the 10k and put all the bills in a cigar box. I proceeded to show him the cash, emphasizing that it was all I had. His eyes opened noticeably wider, yet the wily seller still attempted to get me to agree to pay the difference in installments, which I refused on the principle of never being in debt.

We sealed the deal and as soon as I had the notarized bill of sale in my hand, I upped anchor and sailed Oasis back to Vieques, as the port of Naguabo is wide open and hurricane Earl was due to strike the following afternoon. Don Gelo. Oasis' builder, confided in me later that had I not bought her then, the boat would most likely have been lost on the beach.

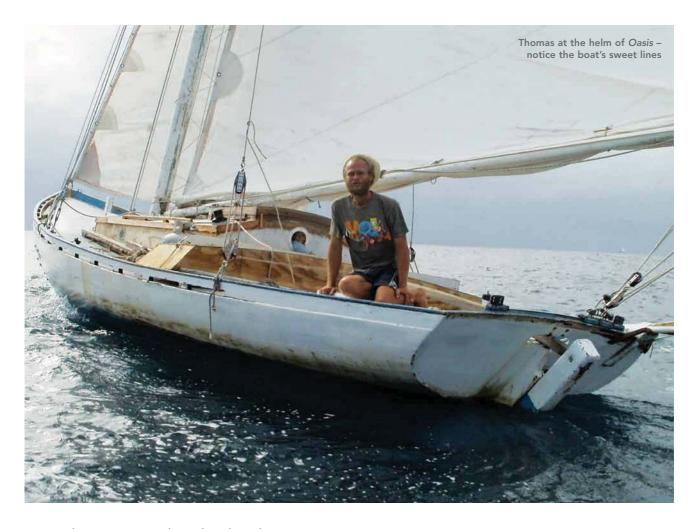


I hurried to see the owner. He proceeded to 'interview' me at length to see if I was worthy of this piece of Puerto-Rican heritage.

These boats are normally sailed with large crews and sandbags to counterbalance the enormous spread of sail they sport for racing, but I was going to be doing a much more conservative form of sailing altogether so I had some modifications to do. It proved quite impractical to get any work done where we lived as our house is on the north side of Vieques while the safe harbors are on the south side of the island. Fortunately, Don José, the father of a good friend of ours, generously allowed us to use his house while we finished the work. It lay just a few hundred feet from the fully protected anchorage of Guayama.

Christina and I, with some help from young Gaston, loaded the Oasis up with food, clothes, all my tools, a vast pile of lumber and the same generator I had used to build our house. As I had already discovered prior to buying the boat, the wood around the chainplates was badly rotted, due to a poorly executed modification that had been done some years previously. Therefore, I sailed downwind to Guayama, cautiously, under jib only and with a favorable forecast, yet I was still quite nervous each time a larger set of waves livened up our rolling, as I could see the chainplates pulling the planks inwards ...

Two Thousand Miles to Brazil: Part 1



First thing was to replace the chainplate supports, quickly followed by installing a sturdy hardwood Samson post, through bolted to one of the floors. The hurricane zone is no place for rinky-dink anchoring gear! I also bought a 15kg Bruce anchor and a generous amount of three-quarter inch nylon rode to replace the rusty and bent Danforth that came with the boat. In addition, I had the trusty stainless steel Northill anchor I had salvaged off of my father's shipwrecked boat. I lowered the original floorboards to just 15cm above the lead ballast, leaving just enough space for stashing a secondary reserve of food. I completed the floorboards all the way forward, and all the way aft, which would become our berth. Forward, fairly high up the side, I made a bunk for fouryear-old Gaston, with some steps leading up to it and a bunk board so he would not fall out. I also made a large sculling oar for pushing the nine tons of boat along when sailing was not an option. Oasis has no engine, and fitting one would not only be very difficult and expensive, but also ruin her superb sailing qualities. It would also be of questionable profit given the very few occasions on which I might be inclined to use it.

Oasis has no engine, and fitting one would not only be very difficult and expensive, but also ruin her superb sailing qualities.

There is a sunken sailboat in Guyama harbor with just the mast sticking out of the water at 30 degrees to the vertical. This was ideal for lifting out Oasis' mast. I climbed it and attached a solid purchase to the top, leaving the end hanging down. I sailed Oasis across the lagoon and anchored with two anchors at each end so she could not move and then bent the purchase to where I guessed the center of gravity of my 56ft mast would be. Apparently, the mast had never been taken out since it was stepped, because I ended up putting a three to one purchase on the five to one purchase I had already set up, and then two of us started swinging on it (it ended up being about 150 to 1) and still the mast would not budge! I swear it seemed the boat itself was starting to lift a little in the water. After an hour or so of that nonsense, I started up the generator and went down below with the angle grinder. Three worn out discs later

and the severed mast sprang up a good meter, almost shooting right out of its hole.

Then followed the joy of removing all the old stainless steel hardware with hundreds of screws welded tight with corrosion—only five screws did not shear off. There was only so much I could do per day as the huge effort would tear the calluses off my hands.

I cut eight feet off each end of the mast and fashioned wood/epoxy plugs for each end. I had already made the fourteen foot gaff. I cut eight feet off the 37-foot long boom too. I took advantage of having the mast on deck to sand it and put two coats of urethane on the upper section, which is harder to do once it's in position.

It had always been our plan to have a second child but for immigrating to Brazil it is a crucial tactical advantage to be the parents of a Brazilian. Therefore we were trying to time it so that our second child would be born soon after our arrival there. However, things aren't necessarily that simple in practice ...

In August my beautiful wife says, "Surprise ... I'm pregnant!" and I thought 'Good ... but it was not supposed to be yet!' This meant we had six months (to have three months margin) to finish all the work, haul the boat out and sail down to Brazil. Two thousand five hundred miles dead to windward.

Ok, ok, don't panic, just get on with it, man!

I made a coachroof that fit over the existing opening in the deck, hatches fore and aft and a main entrance hatch. Then built a galley right in the entrance so I could stand up as well as allowing the hot air from the stove to easily escape. A rustic, but sturdy, setup was made to secure all our stuff below on either side of a narrow central passageway. Some basic wiring for the bilge pump, some LEDs and a 110V inverter, completed the electrics.

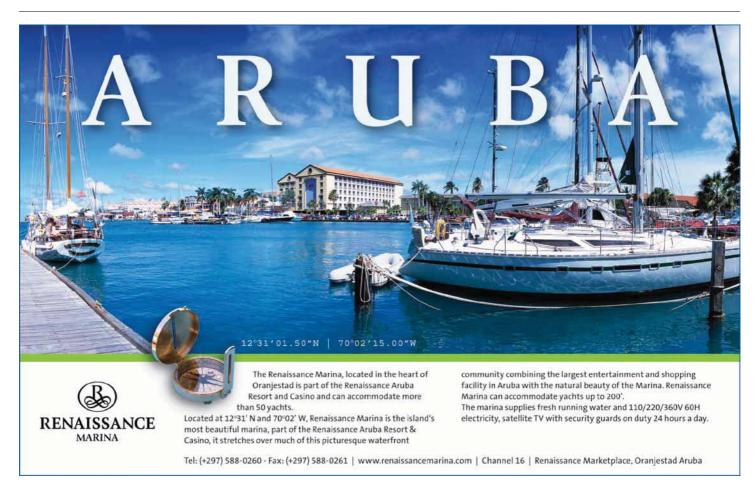
Finally, after re-stepping the mast and re-rigging her, there were the sails to cut to the new shape and a dinghy to build. For the sails, I used contact cement. In four days, both sails were reincarnated. From the original 1150 square feet I reduced it to 850 square feet of sail area. The triangle I cut off the top of the mainsail I kept to eventually make a topsail.

If I had managed to gather a small fee for every time I was told that sailing from Puerto Rico to Brazil is impossible, I would be comfortably off by now.

So, just how impossible is it?



Next month! In part two of this three part series, Thomas Tangvald and his young family sail south through the Caribbean.



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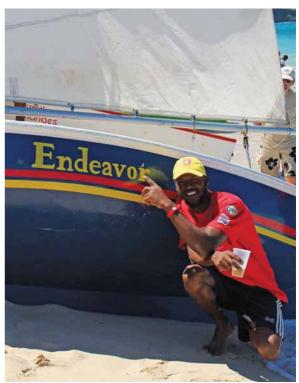












Grenada Sailing Week coverage coming in April.

LOOKING BACK OVER 40 YEARS OF THE INTERNATIONAL **ROLEX REGATTA**

BY CAROL M. BAREUTHER



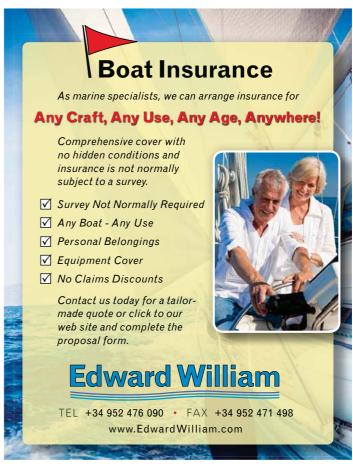
here is perhaps no one better to look back over 40-years of International Rolex Regatta (IRR) than St. Thomas' John Foster. Foster, who is a founding member of the host, St. Thomas Yacht Club (STYC), sailed in the very first IRR. In the last four decades he missed competing in only one due to the forgivable reason of mounting his fifth Olympic campaign. This year, Foster celebrates a second term as STYC Commodore on the special occasion of the IRR's Ruby Anniversary.

There are a couple of key milestones that prefaced the start of the IRR, Foster tells. The first was the Club's hosting of its initial major event, the Caribbean Midwinter Regatta, sailed in the mid-1960s in Sunfish dinghies. "We had the idea to send airline tickets to internationally recognized sailors in cold climates, and stars like Paul Elvestrom, Keith Musto, Earl Elms and George Brunder all took us up on the offer," Foster explains.

At the same time, Foster, along with Rudy Thompson, Dick Avery and several others came up with the idea to host the first World Sunfish Championship at the STYC. This was enthusiastically approved by the manufacturer of the Sunfish and over 50 boats crossed the start line in the waters off Cowpet Bay.

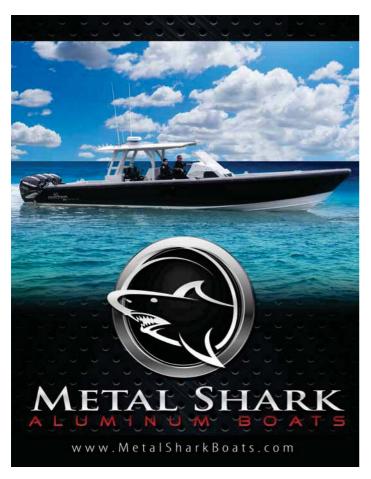
International recognition of the STYC poured in after these two successes, which were broadcast word of mouth by competitors and by the international press. This news was further fortified by the appearance of Per Dohm, John Hamber and Rudy Thompson in the Flying Dutchman. The trio represented the Virgin Islands for the first time in the history of the Olympics when the games were staged in Mexico in 1968. By 1972, Club members had purchased several additional Olympic-class boats. They included Ken Klein and Peter Jackson in the Star class, Foster and John Hamber in the Tempest class, Dick Griffin in the Finn and Richard Holmberg (Peter Holmberg's father) and crew in



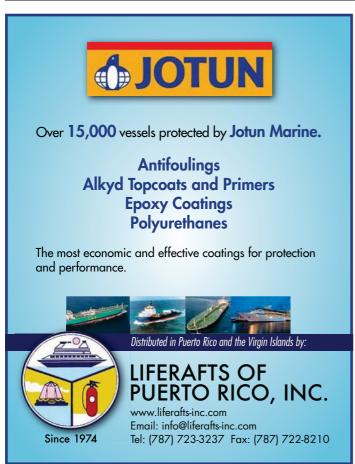






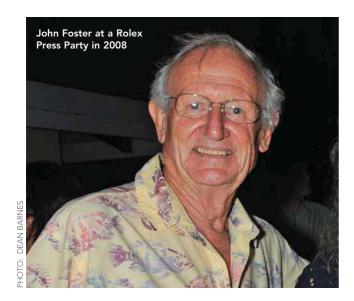








United States Virgin Islands



the Soling class. This rising tide of global publicity for the Club helped to open the door for bigger boat racing.

It was at this time that Club member Lee Kelbert bought a brand new Carter 45. Kelbert, with the assistance of fellow members Walter Fischer and Dick Johnson, persuaded Rolex of Geneva to sponsor the Caribbean Midwinter Regatta. Because of the prestige of Rolex watches and the exclusive sale of the same at the Kelbert family's Little Switzerland retail store

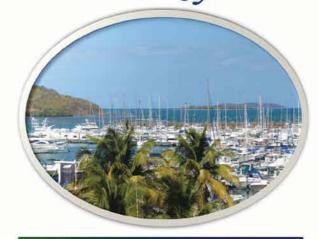
on Charlotte Amalie's Main Street, they decided to change the name to the Rolex Midwinter Regatta. By 1973, after many meetings both in St. Thomas and Geneva, the agreement for Rolex to sponsor the event was signed. Today, the IRR is the oldest of Rolex's portfolio of global sailing events.

The key difference between the first and 40th IRR were the number of boats that participated, Foster explains. "In the first, we invited everyone who had anything afloat in Charlotte Amalie Harbor. There were no other Yacht Clubs to work with so we went around the harbor in a dinghy knocking on hulls with hand written invitations. We would then estimate the handicaps based on who entered. Today we have worldwide participation with high tech racing machines, lots of classes such as the Melges 32s this year and numerous handicap rules by which we can calculate the winners, sometimes separated by seconds on corrected times."

The similarities between the first and 40th anniversary IRR remain the same, Foster says. "There's great camaraderie, the same spirit of sportsmanship and fair play and a great gusto to sail and party hard. For everyone who loves the sport of sailing, there is no better time or place to meet than at Rolex!"

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

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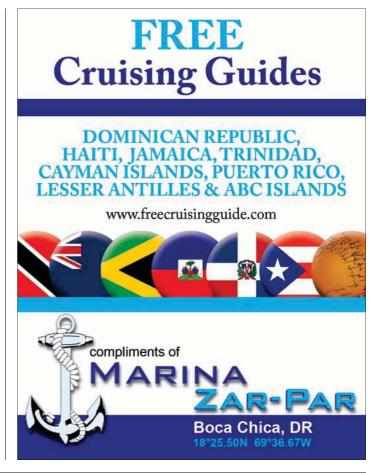
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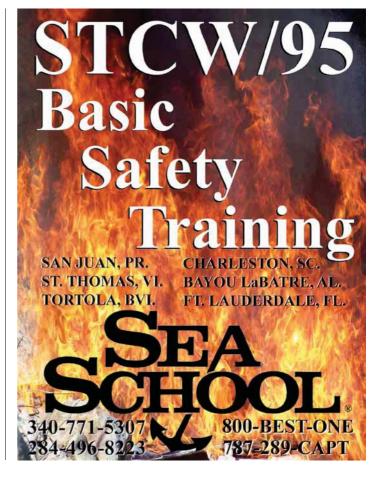
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STANTON WINS INAUGURAL **BILL CHANDLER SUNFISH MEMORIAL REGATTA**

BY CAROL M. BAREUTHER



rainbow of Sunfish sails filled St. Croix's Teague Bay on the weekend of January 19th and 20th in tribute to Bill Chandler. Chandler, a longtime marina operator and marine community activist who passed away last year at age 89, was an avid sailor. More importantly, he took the time to train many of the islands junior sailors. How fitting, then, that one of his perhaps best known protégée's, Peter Stanton, won the inaugural Bill Chandler Sunfish Memorial Regatta.

breezy day one of the Bill Chandler Sunfish Regatta

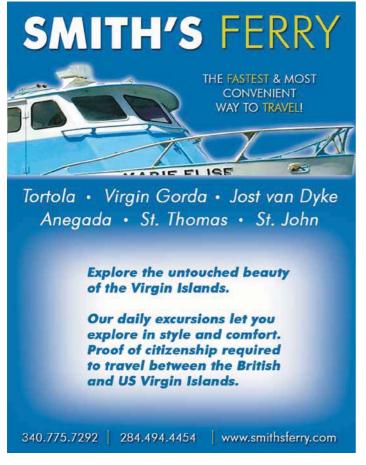
"I wouldn't be the sailor I am today if it wasn't for Bill Chandler," says Stanton, who placed top junior and 7th out of 104 with Chandler coaching him and nine others in the 1999 Sunfish World Championships held in Ponce, Puerto Rico.

Twenty-three sailors, ranging in age from 10 to 74 years, sailed 18 races the first day with winds blowing 18 to 22 knots over choppy seas. The next day, winds were lighter yet very shifty. Sailors' scores were used to place them into











United States Virgin Islands

either the Silver or Gold Fleets, which the next day sailed an additional 12 races. Everyone rotated boats to maintain fairness due to some boats being faster than others.

Stanton, who narrowly bested his brother Scott for the championship, explains, "I had the luck of the draw in boat picks, because when it comes to sailing, Scott is one of the best around. He has been out of sailing due to his career and new family, while I have been on the water coaching, racing, or just out for fun and I think this made the biggest difference, if indeed there was any difference between us. We were both tactically sound and sailed as fast as the boats would allow us. Guess you could say I just got lucky this time."

In addition to Peter Stanton, Scott Stanton and Chris Schreiber winning the top three overall places, top junior sailors were Lake Sanford and Ethan Hanley; Sarah Hardee and Lyndsey Wessel were the champion female sailors. Schreiber also won in the Master Sailor (age 40 to 59) class, while Tully Keith led in the Grand Masters (age 60+).

"Bill devoted many years to the St. Croix Yacht Club's junior sailing program, teaching everything from Optis to 420 racing," says Karen Stanton, regatta director and founder. "But his favorite boat was the classic Sunfish. Everyone can sail that boat, from the young sailors to the older ones, Bill would say."

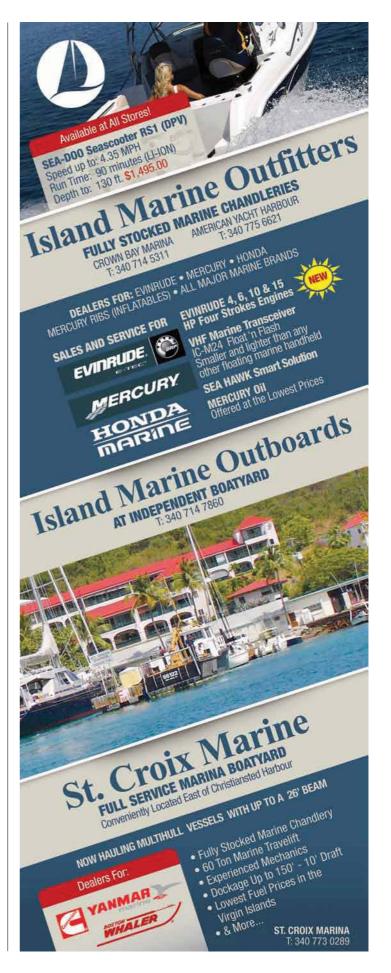
Lasers, Optimists and 420s are among the most popular dinghies on the Caribbean's racing scene. However, there have been and are strong fleets of Sunfish in the Virgin Islands, Puerto Rico and Curacao.

"The Sunfish is the most challenging boat I have ever sailed," says Stanton. "For how simple they are, you really have to be Johnny on the Spot about what's happening to the boat. Be it wind or waves, there are so many little things you can do to get the boat going fast."

Will there be a resurgence of Sunfish sailing in the Caribbean?

"I'd like to be positive about the future of the Sunfish class," says Stanton." A lot of racers haven't really sailed a racing sunfish before; there is a big difference. I hope to grow the class and keep it growing on St Croix. The boat is a great transition after Optis. Let's face it, if you're not the correct size or weight for a Laser you're going to most likely get hosed in big winds or light winds. I have seen in the Sunfish class that no matter what size you are there is a chance of being able to win in any conditions. A great example is our manager Jens Hookason who won a Sunfish National Championship at age 16. He was one of the lightest competitors and the breeze was kicking." 0

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



ANGUILLA DINGHY REGATTA

COMPETITIVE RACING IN ROAD BAY



n Saturday, January 19th, the Anguilla Youth Sailing Club (AYSC) hosted the 5th annual Anguilla Dinghy Regatta in Road Bay sponsored by Anguilla Aluminum. Competitors from Puerto Rico and St. Maarten joined a contingent of 19 Anguillian sailors for a competitive day of racing.

Boat racing is the national sport of Anguilla, and the local youth take great pride in hosting and competing against the neighboring islands.

Three classes comprised the fleet including Optimists, Lasers and 420s. In the morning, prevailing winds up to 20 knots blew through Sandy Ground, Road Bay. Luckily, a brief rain storm reduced the wind to a comfortable 10-13 knots for the remainder of the day and made for a great regatta.

With several different classes, the course was laid out as a trapezoid to avoid the fleets getting in each others way. A long beat upwind followed by an offset jibe mark, leeward mark and reach to the finish made up the course. Setting the pace in the Laser fleet was expert sailor Rhône Findlay from St. Maarten. Not even another Laser capsizing on Rhône's boat at the start of the second race could slow him down and he finished with six bullets.

The Optimist class was divided by age into Gold and Silver fleets. Leonardo Knol, from St. Maarten, placed first in the Opti Gold. Knol was pushed hard by Matt Pemberton, from Anguilla, who utilized his top notch starts and tight roll tacking to finish the regatta in second place, the top

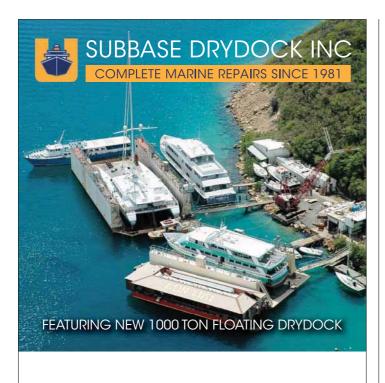


Anguillian competitor in the Opti fleet. Not far behind the two leaders, Kemani Gumbs' downwind boat speed and windward heel secured him third place.

Anguilla swept the 420 class with skipper Shemorie Richardson and crew Incosee Richardson finishing in first place. Jemall Hughes and Anfri Connor finished second in what was very competitive sailing.

"Anguilla youth sailors will take part in regattas in Puerto Rico, Trinidad & Tobago and St. Barth this year," said AYSA Director Paul Koeniger. "The Club looks to build off the momentum of this regatta and continue their success abroad."

The regatta organizers offered special thanks to Anguilla Aluminum for assisting in sponsoring the regatta, Mango's restaurant for providing the prize bags and Anguilla Native Stone for offering the trophies.



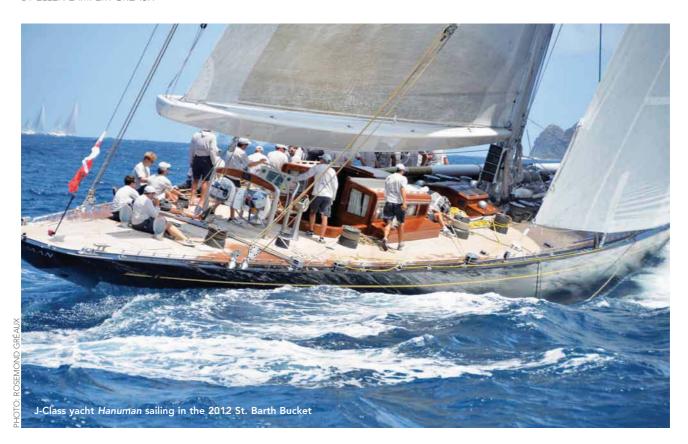
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ST. BARTH BUCKET 2013 UPDATE

BY ELLEN LAMPERT-GRÉAUX



ne of the most prestigious regattas in the Caribbean, the St Barth Bucket, takes place March 28th-31st 2013. The small port of Gustavia buzzes with excitement as a fleet of sailboats, mostly over 100ft in length, begin appearing in the harbor. Much of that excitement revolves around the J-Class yachts, originals and replicas. Hanuman, Ranger, and Velsheda are expected to take part this year—as well as the high-tech mega yacht, Maltese Falcon, the largest competitor at 289ft.

Of the sponsoring yacht builders—Holland Jachtbow, Perini Navi, Royal Huisman, Vitters, and Alloy Yachts—Perini Navi has the largest fleet in the regatta (as of late January), with eight yachts set to compete: Andromeda La Dea, Maltese Falcon, P2, Panthalassa, Parsifal III, Salute, Silencio and Zenji.

British naval architect/designer Ed Dubois will again be well represented with six entries on the list: Koo, Lady B, Moonbird, Salperton IV, Sarafin and Zefira.

"The Bucket is my boat show," says Dubois. "I bring potential clients here—some are repeat clients who have become friends—and the Bucket gives us a stage on which to act our play."

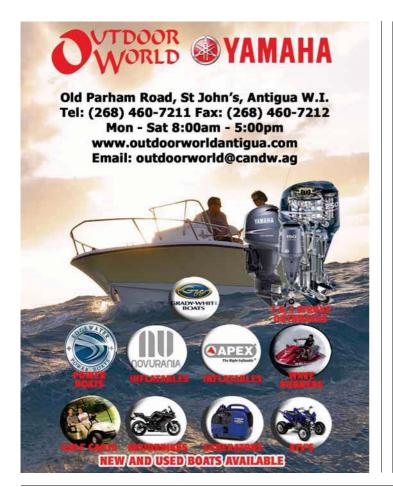
New this year is a feeder race organized by the Yacht Club Costa Smeralda, from Virgin Gorda to St. Barth, on March 25th. The feeder is open to monohulls over 80ft and multihulls over 60ft.

The awards ceremony in St Barth on March 26th includes the Virgin Gorda – St. Barth Loro Piana Superyacht Trophy.

Each year, The Bucket makes a sizeable donation to a worthy project or organization on St Barth. This year that donation goes to the St Barth Yacht Club sailing programs. A great way to get future generations of sailors ready to compete in The Bucket!

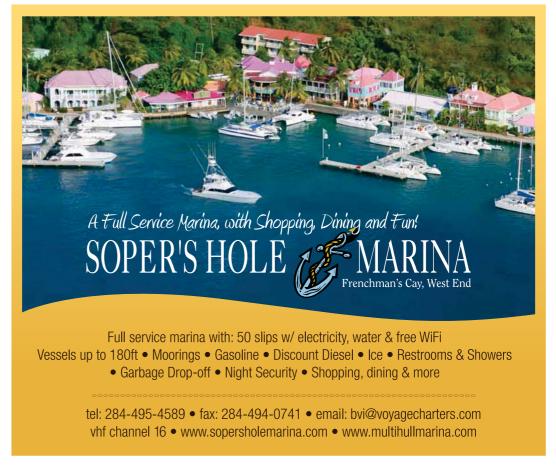
For a complete list of entries and detailed race information, go to: www.bucketregattas.com/stbarths

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









VISIONE WINS 2012 NEW YEAR'S EVE REGATTA

BY ELLEN LAMPERT-GRÉAUX PHOTOGRAPHY BY ROSEMOND GRÉAUX



frisson of excitement rattled the dock in Gustavia on the morning of December 31 2102 - the weather was perfect, the big yachts were lined up at the dock, and tenders were scuttling back and forth taking crew and supplies out to the boats that would compete in the annual New Year's Eve Regatta.

Visione, winner of the 2012 New Year's Eve Regatta in St Barth

Sunny skies and winds of 12-15 knots were enough for the 18 boats on the start line, including Visione, Hasso Plattner's beautiful Reichel/Pugh designed 147-footer, which holds the record for the fastest time around the is-



land in this event of 1:32:07, set in 2004. Would Visione be able to break its own record?

Lloyd Thornberg, defending his own record of 2:06:13, set December 31 2011 aboard his speedy Gunboat 66 catamaran Phaedo, offered some potential competition. However, Visione was the overall winner and tops in Class 1 for the largest boats, clocking in at 1:40:15, eight minutes shy of their own record (conditions were different in 2004). Phaedo finished second.

What makes this regatta special is that it's open to boats of all sizes and this format allows smaller local boats to compete along with those that arrive from St. Martin to take part. This year the St. Martin contingent included the winner of the class for the smallest boats— Frits Bus' Melges 24, now sailing under the colors of Island Water World.

"Conditions this year were almost perfect, enough wind, yet not too much wind. Since many yachts don't come with their professional racing crews and many are there for the fun and cruising, that's the best we could have," says Bus about the race. "Also the swell was moderate, which can sometimes be treacherous at the east and north side of the island."

As for the competition in his class, Bus says, "We had some great competition this year, we passed the last boat in our class just before the finish and we had the same type of boat, the other Melges, close on our heels."

Bus travels to St. Barth annually for this regatta. "I come for the race, because I like it and it's a great thing to do on the last day of the year," he explains. "You race against boats that you normally wouldn't, because some really special boats—like Endeavour and Velsheda come to visit and participate for fun. Then I like to stay in St. Barth for the party, as I like the atmosphere with the dancing on the dock."

Bus adds: "To attract more boats, if necessary, they should at least try to make the ratings fairer, or make the starting times better by studying the results of past races. Maybe have someone with knowledge look at it. It was good a few years ago but now the finish times are way off."

Adjustments to starting times and ratings aside, this regatta, organized by Mark del Giudice, the Saint Barth Yacht Club, and the Port of Gustavia, is the perfect way to sail into the New Year.

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ANTIGUA CHARTER YACHT SHOW

2012 CONCOURS DES CHEFS

PHOTOS AND STORY BY ALL AT SEA COLUMNIST JAN ROBINSON



collection of spectacular yachts from around the world came to participate in the 51st Antigua Charter Yacht Show. Thirty participated in the Concours des Chefs. Yachts were docked in three different Marinas – Falmouth, Yacht Club and Nelson's Dockyard.

This year's simple theme, a 'Healthy Dinner Challenge', proved popular with the chefs and the three categories, based on yacht size, filled quickly. It also gave participants an opportunity to search out all the fresh Caribbean ingredients in Antiqua.

Chef Stuart Ince aboard the 165ft M/Y Arianna, won his category. Ince was surprised and delighted, as he only

At top: Chef Stuart Ince of *M/Y Arianna* receiving one of his prizes – two airline tickets presented by Wilbur Edwards (left) and Troy Bailey of Liat Quikpak 'The Caribbean Airline'. Inset: Red Snapper with salt-cod acras and sauce chien, red pepper puree, pickled scallions and sweet potato: Chef Stuart Ince – *M/Y Arianna*

joined Arianna a couple of weeks earlier. He says he enjoyed planning for the Healthy Dinner Challenge.

Born in Germany, Ince has been cooking since he was 14. After a stint in the British army, he headed off to college. He spent two-and-a half years at a Culinary School in England, and then worked in several five star hotels in London. At 26, he became head chef. Ince joined the yachting industry in 2001 and worked on charter and private yachts. In 2010, he took a break from yachting to go traveling.

His first venture was overseeing an orange crop in Ibiza where he built up the number of trees from 2,000 per acre to 26,000 per acre over a 30-month period. On leaving Ibiza, he traveled for two years, noting "it is good for the attitude" and "the world does not stop if you stop cooking."

In November, Ince joined the crew of Arianna and the yacht entered him in the Concours des Chefs.

In 2011, Chef 'Jerry' Jarod Pond of the 130ft M/Y Arioso won second place at this competition and this year wanted to do better. He says the Healthy Dinner Challenge was much easier for him as it was the kind of meals he prepares every day. "I really enjoy the challenge and it is good marketing for the boat. Immediately after the chef meeting, I started planning!"

Pond says he was born in Boston and raised by a single mum who enjoyed cooking, "so learned to bake and do pastry - manageable and controllable." Later, Pond attended the Culinary Institute of America where he earned a degree before working in the baking and pastry industry. In 1996, he took the summer off and went to Ft. Lauderdale, took a job in a café, and was there about four years.

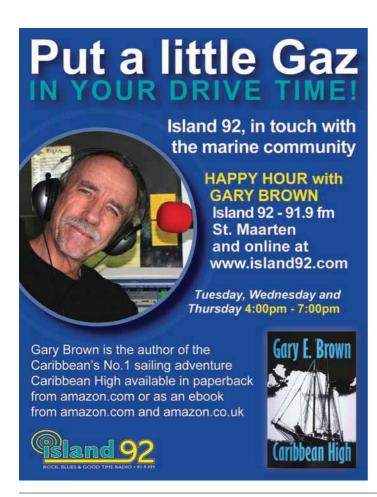
Pond says, "Captain Peter Martin, a friend, came to the café one evening and was telling me about the yachting industry and the need for chefs. I thought it would be a good challenge and started out on the 100ft M/Y Carib Queen, with Captain Peter. I was only hired for one charter, but before the charter was over, he offered me a full time job." Several years passed and in 2011, when Captain Peter took the job on M/Y Arioso, Pond went with him.

"Seven-and-half years with Captain Peter Martin and cooking on yachts," says Pond with a smile. "Life is good!"

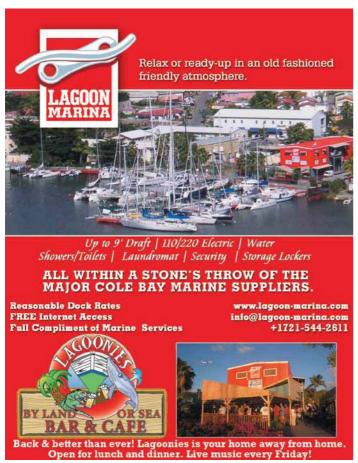
Chef Toni Leslie of the S/Y Inukshuk says, "Meals should be an adventure and I love to cook different dishes. The Healthy Dinner Challenge was perBelow: Chef Jerry Pond, M/Y Arioso - second in 2011 and a winner in 2012. At bottom: Roasted Yam Salad (yams, grilled onion, sautéed arugula, gorgonzola vinaigrette): Chef Jerry Pond - M/Y Arioso















fect for me as that is how I enjoy cooking - simple, with fresh ingredients."

Leslie says she doesn't usually have time for much planning and that for the contest none of her dishes were cooked with salt or oil and the only sugar was natural "except for a little in the Drunken Bananas!"

Leslie was born in South Africa where as a youngster she worked in kitchens with her dad, a chef and owner of a number of successful restaurants in Cape Town. After many years of 'in house' training, she moved to London, where she managed kitchens and opened restaurants.

In 2010 Leslie was introduced to yachting and spent a season in the Caribbean and time in the Mediterranean. She has a true passion for cooking and it shows, both in her food and radiant smile. She loves to explore local food markets during her travels, seeking new ideas for delicious dishes.

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

OTHER WINNERS IN THE 2012 COMPETITION

YACHTS 160FT+:

2nd: Morgan Lonegran, S/Y Red Dragon 3rd: Ty Power, M/Y Lazy Z

YACHTS 100 -159FT:

2nd: Jacob Ebert, M/Y Symphony II 3rd: Tonya Bohn, M/Y Amitie

YACHTS UP TO 100FT:

2nd: Robin Thompson, S/V Matau 3rd: Claudia Salomon, S/Y Clevelander 3rd (shared): Emma Whicher, S/Y More Magic

Concours des Chef – Table Setting Contest YACHT OVER 160FT:

Winner: Stewardess Jen Lanza. Yacht: Natita

BEQUIA YOUTH SAILORS ON ROUND-THE-WORLD **RACING YACHT**



he Volvo Open 70 True North sailed into Bequia in January, as part if its promotional tour to promote Dubai and the United Arab Emirates as a candidate to host the World Expo in 2020.

True North took part in the 2008-09 Volvo Round the World race as Green Dragon before being rebranded for its current role. Skipper Alistair Moore and the crew brought the yacht across the Atlantic from Ireland after its refit, visiting Barbados as its first port of call, before sailing to St Vincent & the Grenadines.

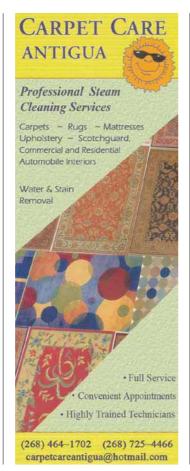
True North was in Bequia for three days where she offered a sailing experience aboard the Open 70 to the Be-

quia Youth Sailors and others interested in sailing or knowing more about Expo2020.

Bequia Youth Sailors is a charity providing sailing training to local schoolchildren, with a goal to send a young athlete to the 2016 Rio Olympics in the Laser sailing. Currently they train using Optimist dinghies before moving onto the locally made 'Double Enders'. Future training will include Lasers in preparation for the 2016 Games.

The Volvo Open 70 has been updated to suit its current role with the addition of a fridge/freezer, but other than that, the yacht is stripped bare below to provide fast, exciting and exhilarating sailing.





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Call Bridge Operator for permission to enter or leave Simpson Bay Lagoon.

1730 hours

1630 hours

FRENCH SIDE -

Bridge Operator VHF Ch. 16 / Tel: (590) 87 20 43

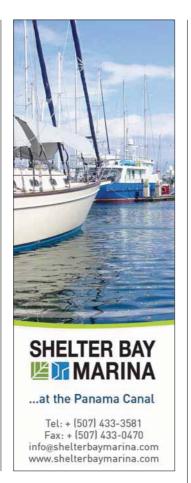
Outbound & Inbound (Outbound Traffic procedes Inbound Traffic)

0815 hours 1430 hours

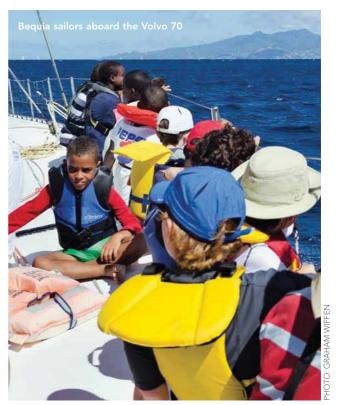
1730 hours











The Beguia Youth Sailors, all wearing their own lifejackets, were taken out into the channel between Beguia and St. Vincent, where the yacht accelerated to 10-11kts with little effort. As the trades freshened and began to gust up 24kts, the yacht reached speeds of 15-16kts with two reefs in the sail. The sailing was both fun and wet, with waves frequently sending spray over the boat, soaking the crew and guests, much to their delight.

Many of the young sailors took turns at the helm and at the grinders to raise the sails. The trip provided a very different style of sailing than what the youngsters are used to sailing the Optimists or the 'Double-Enders'.

The crew of True North provided a great day, with exciting sailing aboard a very fast yacht. Promoting Dubai as a candidate for Expo2020 was achieved by providing a warm, welcoming experience onboard and building some longlasting friendships from across the globe. They definitely earned our vote.

From Bequia, True North visited St Lucia, Dominica and Antiqua.

For information about Bequia Youth Sailors, visit: www. beguiayouthsailors.org

For information about Dubai Expo 2020, visit: www.http:// expo2020dubai.ae/en

True North can be contacted via Anna Lynch: Anna. Lynch@EXPO2020Dubai.ae

Report submitted by Graham Wiffen



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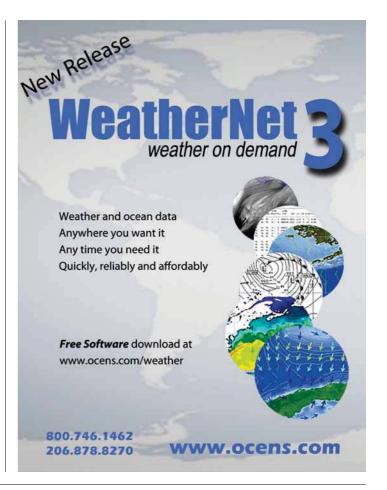
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MOUNT GAY RUM ROUND BARBADOS RACE

NO RECORDS, BUT FUN AND FIRSTS

BY CAROL M. BAREUTHER



inds weren't conducive for establishing new records in the 77th Anniversary Mount Gay Rum Round Barbados Series, organized by the Barbados Cruising Club in association with Mount Gay Rum and The Barbados Tourism Authority. Yet that doesn't mean there weren't any milestones. One was the largest fleet to date of 36 entries in the 60 mile Signature Round Barbados Race held January 21st. The second welcomed a new class where the winner set the time to beat next year and the opportunity for the skipper – like all record-breaking skippers in this event – to win their weight in Mount Gay Rum Extra Old.

The first start in this pursuit-style race took place off the Barbados Cruising Club in Carlisle Bay, located at the southwestern edge of the island.

"Entries ranged from Trevor Hunte's Windsurfer 1, to the beautiful classic yachts such as The Blue Peter and Valteam, which previously arrived in Barbados as part of the Panerai Classic Transat," explains organizer Alene Krimholtz. "The

Mount Gay Rum Round Barbados Race would not be the same without old favorites such as *Tres Hombres*, a 105ft trading brigantine and her crew from The Netherlands."

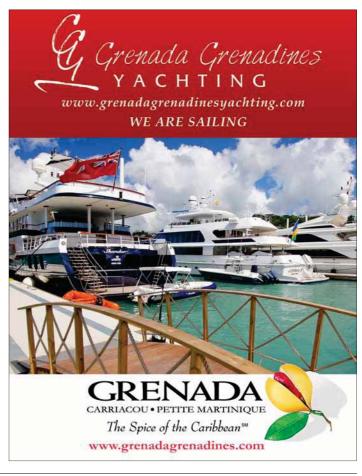
The 36-vessel fleet was divided into ten classes including everything from classics, multihulls, single and doublehanded to monohulls from 80 to 35ft and under.

Only seven knots of breeze greeted the first yachts to start their clockwise circumnavigation at 7am. By 11am the winds were blowing 15 knots for the final starters, and current absolute record holders, *Idea*, a 78ft Reichel-Pugh, and Silver Bullet, a 30ft Super Cat.

The fleet came together at North Point, just in time to meet rain squalls and receive a visit from a passing school of dolphins. As if the wind speed wasn't low enough, then came the calm after the storm. The breeze dropped and speeds fell away. *Tres Hombres, Mandy, Mary Jo* and *Barnacle* retired before reaching the East Coast of Barbados. For those who continued, progress was slow.









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Barbados

"Conditions improved as the fleet reached the easterly Ragged Point Light House, but by then it was too late for the existing records to be broken," Krimholtz tells. "Sadly, no skippers were awarded their weight in rum!"

Idea was first across the finish line with a time of 5 hours, 26 minutes and 18 seconds, 23 minutes slower than last year when she broke the Absolute Monohull Record.

Seven yachts raced in the new CSA-rated class and competed for the first-ever Rapier Trophy. Idea pocketed this prize too with a CSA-corrected time of 6 hours, 50 minutes and 49 seconds.

This year's Mount Gay Rum Round Barbados Series included two other events. The Two Restaurants Race, an 18 mile handicap warm up race, was held January 19, while the inaugural 300-mile Barbados to Antigua Ocean Race set sail January 23rd. This last served as a feeder race for yachts who also wanted to compete in the Superyacht Challenge Antiqua.

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

FIRST IN CLASS RESULTS

CLASSIC YACHTS:

The Blue Peter, Bermudian Cutter 66ft - 08:07:25

MONOHULL 80FT AND UNDER:

Idea, Reichel Pugh 78 - 05:26:18

MONOHULL 60FT AND UNDER:

Rapajam, Beneteau First 53 - 07:44:26

MONOHULL 40FT AND UNDER:

Happy Morning, Sigma 36 - 09:45:30

MONOHULL 35FT AND UNDER:

Whistler, J/105 - 08:39:44

SINGLE HANDED:

Dragon Magic, Dufour 385 - 11:18:16

DOUBLE HANDED:

Immigrant, Dubois Custom 40 - 10:13:30

MULTIHULL:

Silver Bullet, Super Cat 30 - 5:53:35

CSA RATED:

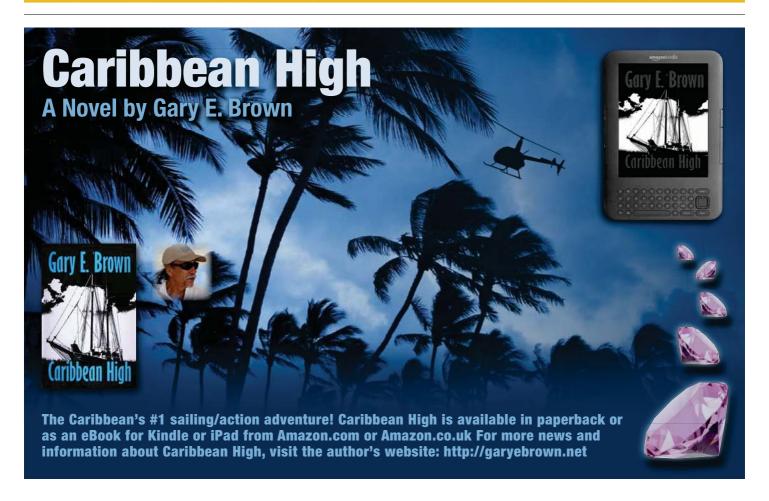
Idea, Reichel Pugh 78 - 05:26:18

For full results, visit: www.mountgayrumroundbarbadosrace.com



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CARIBBEAN MARINAS

ALL AT SEA'S CARIBBEAN MARINA GUIDE

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			Maximum Draftmum	Maximum Lengthum	* of Slips	Freet	Supply al	C36/6/5	Diese, O	8,8	3%	Lawer MC	P. O.	Bar / Coning	Secrimestauran	ZHE CHE Change	Wireless Internets
Antigua	Jolly Harbour Marina	268-462-6042	10′	250′	140	•	110/220	Cable	•	•	•	•	•	•	•	68	FREE
Aruba	Renaissance Marina Aruba	297-588-0260	13′	200′	50	•	110/220	•	•	•	•	•	•	•	•	16/69	•
Curaçao	Barbara Beach Marina	5999-840-0080	15′	130′	6	•	380V 250A		•	•	•	•	•	•	•	67	FREE
Curaçao	Curaçao Marine	5999 465 8936	13′	120′	30	•	110/220/380		•		•	•	•		•	67	FREE
Curaçao	Seru Boca	599-767-9042	14′	150′	140	•	127/220	•			•	•		•	•	67	
D.R.	Casa de Campo Marina	809.523.8646/ 8647	16′	250′	350	•	110/220 v to 60 hrz	•	•	•	•	•	•	•	•	68	•
D.R.	Marina Zar Par	809-523-5858	12′	120′	110	•	110/220 308	•	•	•	•	•	•	•	•	5	FREE
D.R.	Ocean World Marina	809-970-3373	12' +	250′	104	•	110/220	•	•	•	•	•	•	•	•	16/68	•
Grand Cayman	Barcadere Marina	345-949-3743	8′	150′	83	•	30, 50, 100 & 200 amp single phase; 100 & 200 amp 3 phase; 60hz		•	•	•		•		•	16	FREE
Grenada	Clarkes Court Bay Marina	473-439-2593	13′	60′	52	•	110/220				•	•	•	•	•	16/74	USB access
Grenada	Grenada Marine	473-443-1667	15′	70′	4	•	110/220		•		•	•		•	•	16	FREE
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Grenada	Prickly Bay Marina	473-439-5265	17′	200′	10	•	110/220/ 308		•	•	•	•	•	•	•	16	•
Guadeloupe	Marina Bas-du-Fort	590 590 936 620	15.5′	210′	1,100	•	110/220/380		•	•	•	•	•	•	•	9	FREE
Jamaica	Errol Flynn Marina & Shipyard	876-715-6044	32′	600′	33	•	110/220/480 1&3PH 50/60HZ	Cable	•	•	•	•	•	•	•	16/9	FREE
Jost Van Dyke	North Latitude Marina	248-495-9930	12′	50′	N/A	•	N/A		•	•						16	
Puerto Rico	Club Nautico de San Juan	787-722-0177	31′	250′	121	•	120/240		•	•	•	•			•	16/10 68	•
Puerto Rico	Marina Pescaderia	787-717-3638	8′	65′	97	•	110/220		•	•	•	•	•	•	•	16/68	•
Puerto Rico	Palmas del Mar Yacht Club	787 656 7300	14′	175′	158	•	120/208/240/408V; 2 & 3-phase 50, 100 and 200 amps		•	•	•	•	•	•	•	11/16	•
Puerto Rico	Puerto del Rey Marina	787-860-1000	15′	260′	1,000	•	120/208	Cable	•	•	•	•	•	•	•	16/71	•
Puerto Rico	Sunbay Marina	787-863-0313	12′	75′	287	•	110/220	Cable	•	•	•	•	•		•	16/12	•
St. Croix	Green Cay Marina at Tamarind Reef Resort	340-718-1453	8′	100′	154	•	110/220V - 30A, 50A, 200A	•	•	•	•	•		•	•	16	FREE
St. Croix	St. Croix Marine	340-773-0289	11′	150′	44	•	110/220	•	•	•	•	•	•	•	•	16/18	
St. Lucia	Rodney Bay Marina an IGY destination	758-452-0324	15′	285′	253	•	480V 3 phase 100 amps/ leg; 220V 3 phase 100 amps/leg; 220V 50 amps; 110V 30 amps, 50 & 60hz	•	•	•	•	•	•	•	•	16	FREE
St. Lucia	The Marina at Marigot Bay	758-451-4275	16′	250′	40	•	110/220/380 50/60 Hz	Cable	•	•	•	•	•	•	•	16/12	•

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

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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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		$\lambda^{efritucio}$	Longitude	Phone Number	Naximum Oraughtm	Masimum Lengthum	Naximum Beam	Maximum Air Or Or	Maans lama	Arrival Ho	1/16 1 1/20 /	Oly Ala	Electr	Carpen, Shop	Electric	P. 0. 0. 1	Paints	Onsite Co.
Jolly Harbour, Antigua	Jolly Harbour Marina / Boat Yard	17 04 46.4 N	61 54 37.0 W	(268) 462-6041	10'	80′	18′	no limit	110/220	8am- 5pm	70	•		•	•	•	•	•
Aruba	Varadero Caribe	12 32 N	70 02 W	297-588- 3850	7′	85′	23′	no limit	120/240	8am- 4pm	60	•		•	•	•	•	•
Tortola, BVI	Nanny Cay Hotel & Marina	18 25 0 N	64 37 0 W	(284) 494-2512	11′	160′	45′	no limit	110v 30amp/ 220v 50amp/ 3 phase100 amp	7am- 6pm	70	•	•	•	•	•	•	•
Tortola, BVI	Soper's Hole	18° 23" 46'	-64° 41″ 53′	(284) 495-3349	7′	65′	18' and 40'	no limit	110/220	8-5, Mon- Sat	45	•	•	•	•	•	•	•
Tortola, BVI	Tortola Yacht Services	18 25 N	64 37 W	(284)- 494-2124	10′	68′	20′	no limit	220V, 50A, 110V, 30A	7-4, 7days	70	•	•	•	•	•	•	•
Virgin Gorda, BVI	Virgin Gorda Yacht Harbour	12° 01:00	61° 40:05	284-495- 5318	10	150	34	no lim- it	110/120	6am- 6pm	70	•		•	•	•	•	•
Curaçao	Curacao Marine	12' N	68' W	599 9 562-8000	9′	120′	33′	193	110/220 380	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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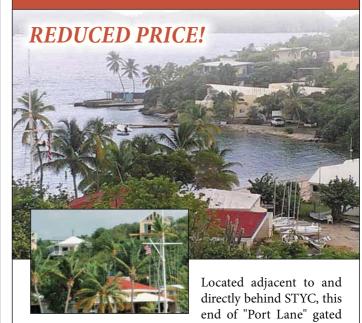
St. Croix, U.S. Virgin Islands. Live the good life! These beachfront 1- and 2-bedroom fully-furnished condominiums come with low monthly fees. Want to skip the sand? Jump into the on-site pool. Price: US \$79,000 JULIE SAN MARTIN, Team San Martin RE/MAX St. Croix Julie@teamsanmartin.com | www.teamsanmartin.com Cell: (340) 690-9040 | Office: (340) 773-1048 ext. 11



Anse de Toiny, St. Barths. Relax in a hammock and enjoy beautiful ocean views from this 3-bedroom 3-bath villa located adjacent to Hotel Toiny. Inside, there is a roomy living room equipped with a full entertainment system, an office that opens onto the pool deck, and covered terrace for alfresco dining. There is also an independent bungalow perfect for guests. Price: US \$2,900,000

APRIL NEWLAND, April Newland Real Estate anewland2@gmail.com

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compound boasts two family residences, each 3bdrm/2bath as well as a small boatyard on .810 acres. Income producer.

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L'Esterre, Carriacou. Bordered by black sand on one side of the peninsula and white sand on the other, Mabouya View features a 1,500-square-foot first floor with an open plan living/dining/kitchen area with travertine stone tiled floor and 3 bedrooms which all open onto the wrap-around greenheart verandah. The 800-square-foot ground floor boasts a garage, utility room and shelter/secure storage room. Price: US \$565,000

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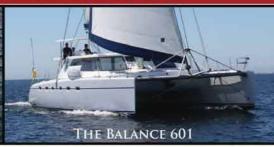
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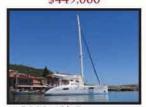
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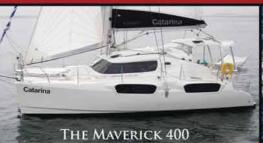
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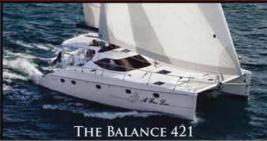
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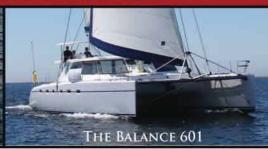
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1973 STRIKER 54 Runs well. Detroit's, interior stripped. \$119k OFFERS! (St Maarten)



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2002 REBEL 40 Twin Yamaha 225hp 4 strokes 150hrs. **\$99k** (*St Maarten*)



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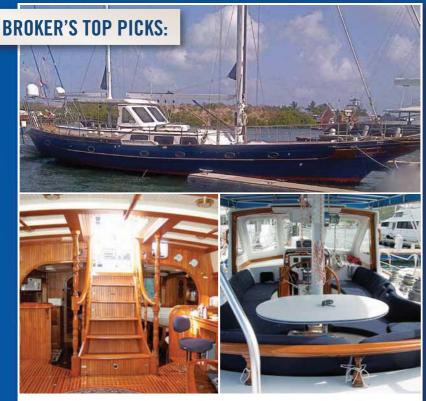
1988 BENETEAU 500 New sails and electronics, Great Deal! \$92k (Antigua)



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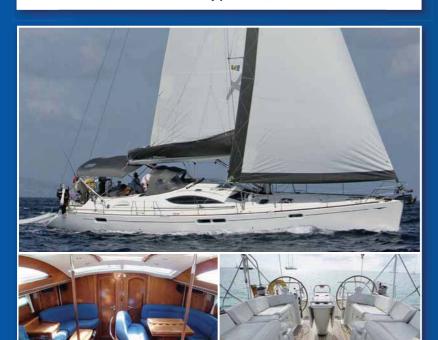


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2008 LEOPARD 40



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2004 LAGOON 380



"Holly Molly"
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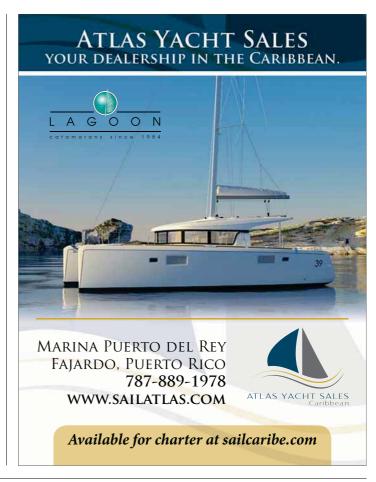


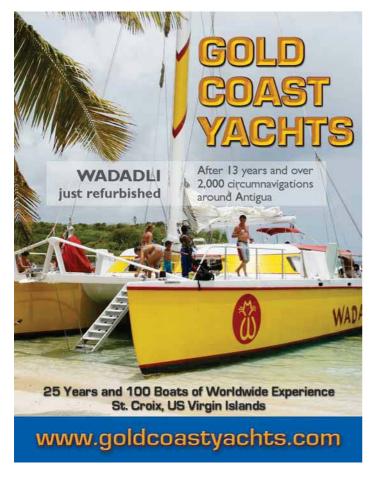


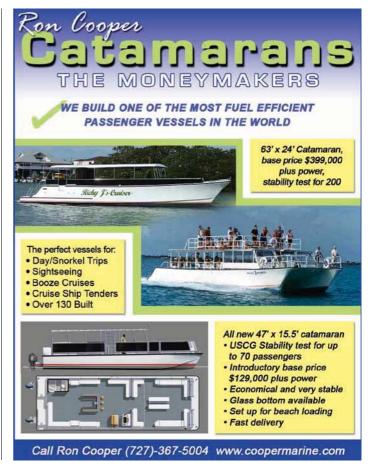


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35'	'89	Island
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35'	'89	Island Packet\$110
37'	'77	Irwin Sloop, Great cond\$458
37'	'97	Hunter, AP, Sugar Scoop \$638
38'	'67	LeComte, classic, great cond\$75k
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Beneteau 323 (2C/1H) 2006

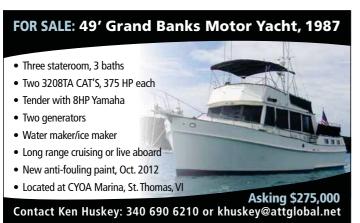
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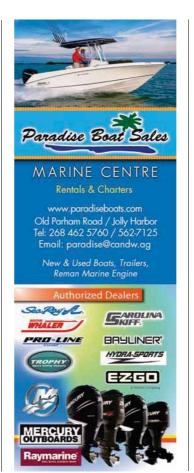
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Continued on page 111





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37.6	1987	Topaz
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38'		Van de Staadt/SealUS\$70,000
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40'		Divorne SteelUS\$50,000
40'	1999	
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45'	1998	Peterson cutter
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48'	1981	Viva Nautica
48'		Amel
48'	199 <i>1</i>	Privilege EU\$50k
51'	1986	Beneteau
51'	1989	Beneteau (owner's version) US\$145,000
55'		
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42 Hunter Passage CC, 1995Huge master cabin aft, solar
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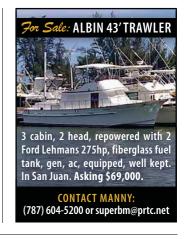
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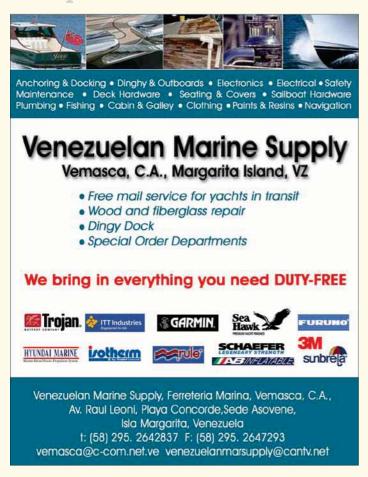
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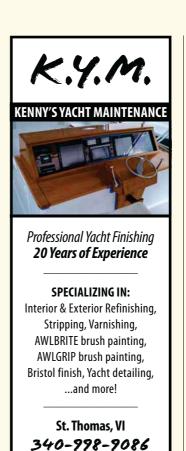




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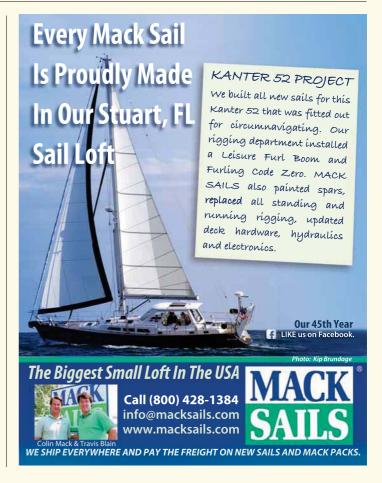
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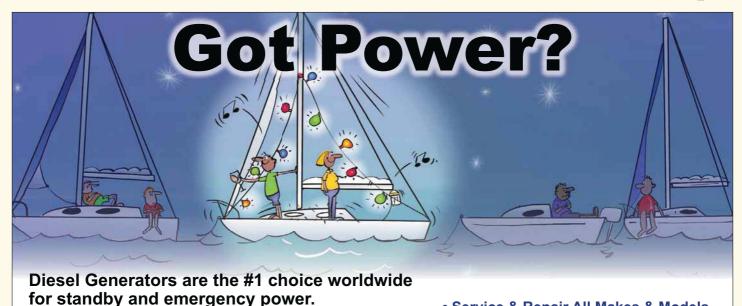
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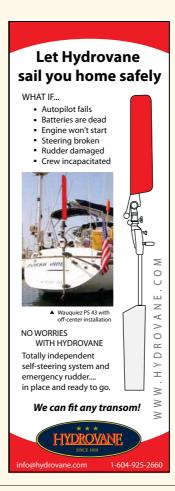






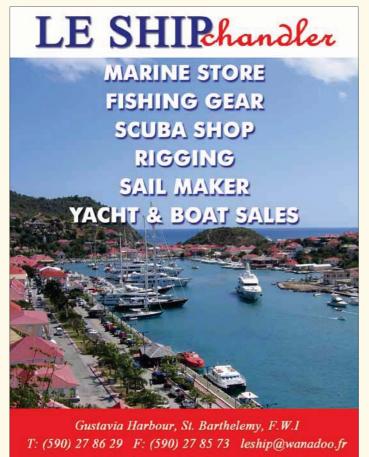














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THE DISH AHOY! SPRING IS IN THE AIR

BY CAP'N JAN ROBINSON

t's spring, so let's bake ... 'Spring Chicken'! Chicken is a favorite choice at mealtimes for many people. It's low in fat and high in protein and goes well with many ingredients, both plain and exotic. Something you can dress up or dress down, like a black dress!

EASY ROAST CHICKEN

Prep. time: 15 minutes. Marinating time: 2 hours. Cooking time: 1 hr 15 minutes. Resting time: 20 minutes. Serves: 4 - 6

1 (3 lb) chicken

1 cup (bunch) Italian parsley

leaves, washed

3 cloves peeled garlic

1 small onion, peeled and chopped

2 tsp mixed dried herbs

2 tbsp Dijon mustard

zest of 1 lemon

2 tsp freshly ground

sea salt

2 tsp freshly ground black pepper

3 tbsp olive oil

In the bowl of a food processor, combine the parsley, garlic, onion, herbs, mustard and pepper. Add the olive oil in a thin stream and process until semi-smooth and lime green in color. Gently stir in the lemon zest. Spread this mixture over the chicken and let marinate for about 2 hours.

Preheat oven to 400°F. Salt and pepper the chicken and place it on a roasting rack. Roast about 1-1/4 hours. The chicken is fully cooked when juices run clear when the thigh is pierced with a fork, and a meat thermometer registers 180°F in the thickest part of the thigh. Be sure to let the chicken rest for 20 minutes before serving.

To serve: Carve the chicken and serve with your favorite roasted vegetables and a delicious Cranberry, Quinoa, Vegetable Stuffing, see recipe below.

FRUIT, VEGETABLE, AND QUINOA STUFFING

Prep time: 15 minutes. Cooking time: 40 minutes. Serves: 6 - 12

1 cup chopped celery

1 large sweet onion, chopped

1/4 cup butter

1/4 cup oil

1/2 cup raisins

3/4 cup dried cranberries or

1 cup fresh

1 tbsp fresh thyme leaves

1 tsp oregano

1/2 tsp salt or to taste

1 tsp freshly ground

black pepper

2 Granny Smith or Gala apples, cored and finely chopped

2 cups cooked quinoa

4 cups, chopped in cubes, crusty Italian-style bread

1 cup chicken or vegetable broth

1/2 cup chopped walnuts or pecans

1/4 cup fresh chopped parsley



Preheat oven to 350°F. Lightly grease a 13 x 9 x 2-inch baking dish. In a small bowl, place dried cranberries and raisins with hot water; let soak for 30 minutes.

In a large skillet, heat oil and melt butter over medium heat. Add onion and celery; cook for 5 minutes stirring frequently or until tender. Add thyme, oregano, salt, pepper, and apples and cook for 5 minutes, stirring frequently. Remove from heat; add bread and guinoa, stir gently to combine. Stir in broth, cranberries and raisins, walnuts and parsley. Spoon mixture into prepared dish (at this point, you may refrigerate the stuffing (well covered) for a day before cooking. Bake for about 40 minutes or until golden brown on top.

Note: Ingredients maybe adjusted to taste. Don't have time to cook quinoa, then leave out and add an extra cup of bread cubes.

AWESOME CHICKEN

Prep. time: 20 minutes. Cooking time: 45 minutes. Serves: 6

4 boneless chicken breasts, skinned and halved

2 cups (16 oz) sour cream

2 cups seasoned bread crumbs

Butter

Preheat oven to 350°F. Dredge chicken breasts in sour cream, and then roll in breadcrumbs. Place in baking dish, topping each breast with a pat of butter. Bake for 45 minutes or until tender.

Note: Dijon mustard can be substituted for the sour cream. 🕢

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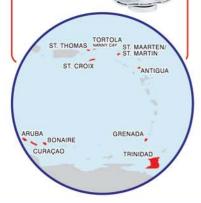


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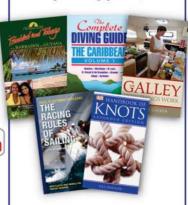
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