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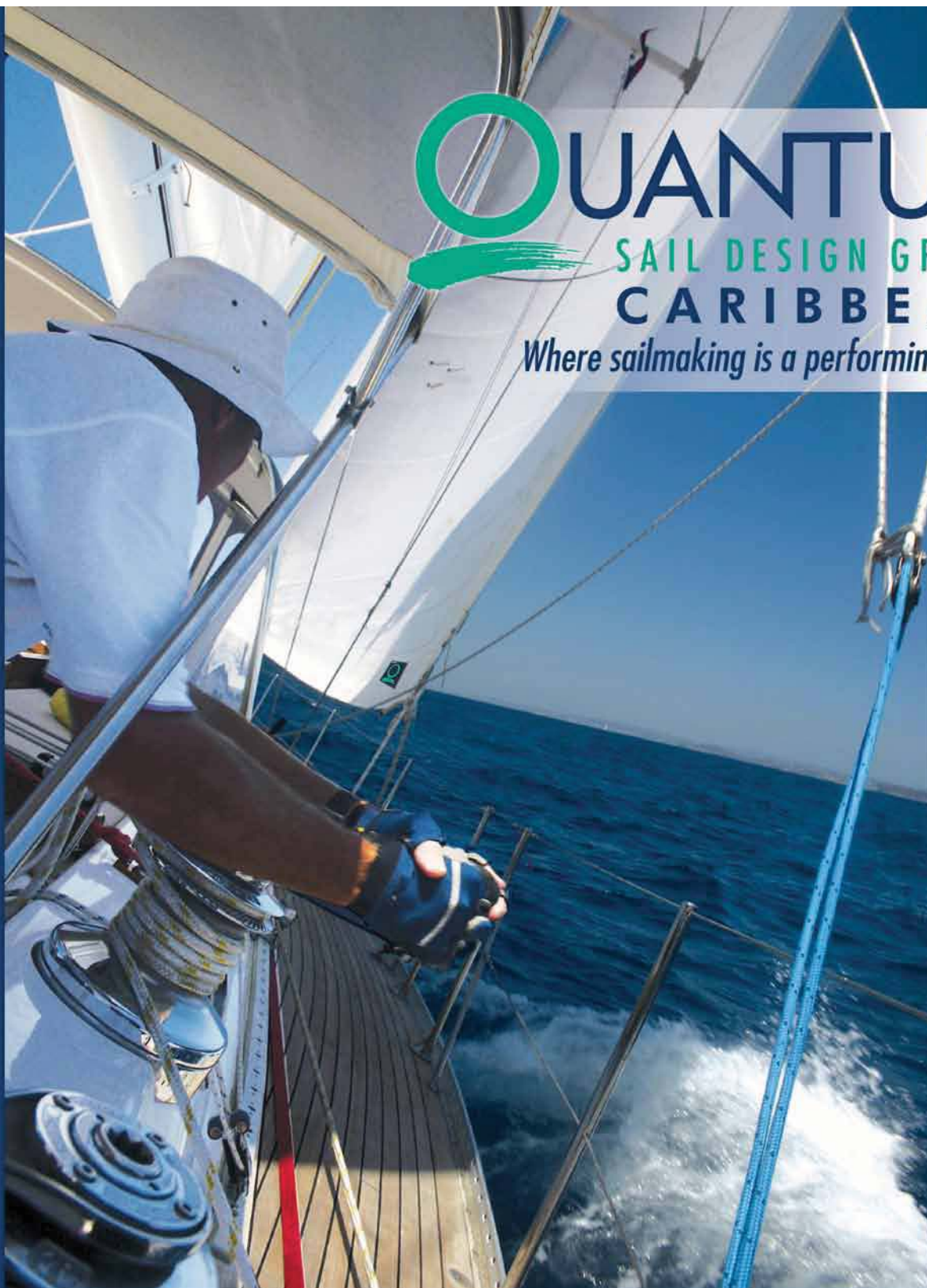
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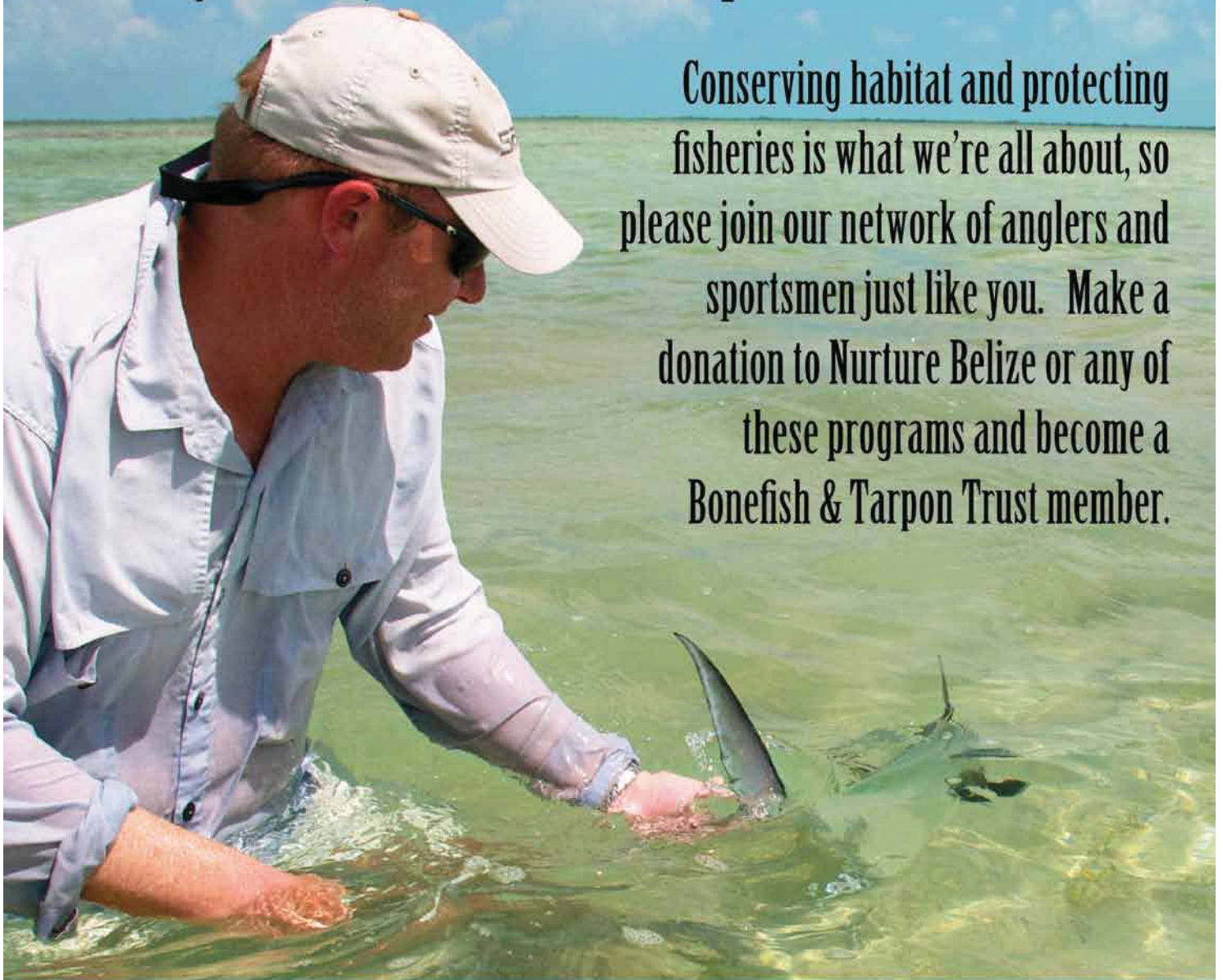
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SHIPSHAPE AND BRISTOL FASHION

I think it's fair to say that God smiles on fools and sailors. When my wife and I first went cruising we made some terrible mistakes and one of them almost cost us the boat and our lives. We were entering the port of Newhaven on the south coast of England, bound down channel for sunnier climes. A rising westerly gale and a seven meter boat do not mix, so nipping into the shelter of Newhaven seemed like the sensible thing to do. In those days, I was paranoid about arriving in port with the boat looking smart; everything squared away shipshape and Bristol fashion. I blame it on a repressed childhood because really I'm a bit of a slob.

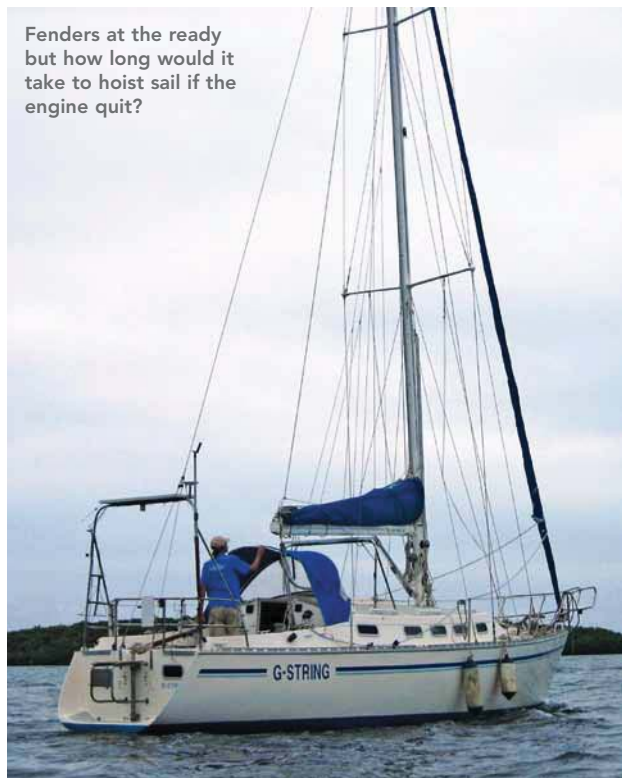
When we arrived off the harbor the wind was already strong but like a fool I dropped all the sails and secured them in a harbor stow. To enter Newhaven's inner harbor you first travel the length of a towering 320m long open concrete frame pier. Our boat was powered by a six horsepower outboard motor in a well in the cockpit and halfway down the length of the pier the darn thing quit. The angry beam seas saw their moment and, driven by the wind, hurled us toward the barnacle-encrusted legs of the pier. It happened so quickly that I had no chance of setting a sail and, even if I had, the pier was now so close that I would never gain enough speed to bring the boat through the eye of the wind and tack away from danger. We were going under the pier and my wife and I knew it.

By now the yacht was rolling on her beam-ends and each dip to starboard brought the masthead closer to the boardwalk atop the pier. Years of planning, scrimping and saving and it was about to end in shipwreck because I wanted a tidy boat. Now, don't go thinking that while this was going on, I had given up, no, I was pulling on the outboard's starter cord like a man demented, shouting and screaming for something to happen. And something did! As the rigging brushed the concrete, the motor started. The tiny outboard roared like a lion and pushed us, one painful inch at a time, out from under that terrible structure. I was sobbing with relief.


So, what has this story got to do with the Caribbean? Well, I'm a great observer and I love to watch boats maneuvering. Some people have an amazing amount of skill; they read the situation and are prepared for most eventualities, others, however, are like me entering Newhaven: Wind and seas on the beam, a reef to leeward, engine running and the sail covers on.

War is a terrible thing and with so much of it going on, we are seeing more and more disabled servicemen and wom-

Fenders at the ready but how long would it take to hoist sail if the engine quit?



en returning to their home countries shattered in body and mind. As a peace loving sailing magazine, with an old hippy as editor, I was rather wary when writer Carol Bareuther came to me with the story of SUDS. Then I read her article.

Soldiers Undertaking Disabled Scuba or SUDS, are helping rebuild shattered lives and they are using the ocean to do it. This is remarkable work. We all know that life in the Caribbean—sailing, swimming, just being here—is powerful medicine and SUDS are tapping into this resource with astounding results. Whether you believe the current slew of armed conflicts are right or wrong, one thing is for certain, there are some incredibly brave people in the world. Rebuilding your life after battlefield trauma calls for strength and courage and some people don't make it. On page 63, read about the brave men and women who are rebuilding their lives with the help of volunteer doctors and the Caribbean Sea. 

See you on the water!

Gary E. Brown,
Editor





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THIS ISSUE



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COVER SHOT: Sint Maarten Heineken Regatta - Mark Plaxton's winning Melges 32 Team INTAC | **Photo:** OceanMedia



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ALL AT SEA CARIBBEAN

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Owned and Published by

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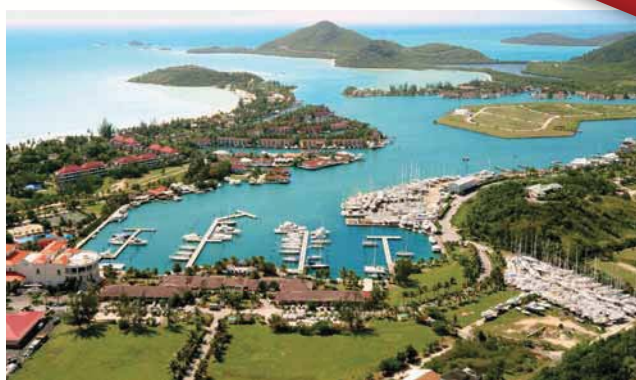
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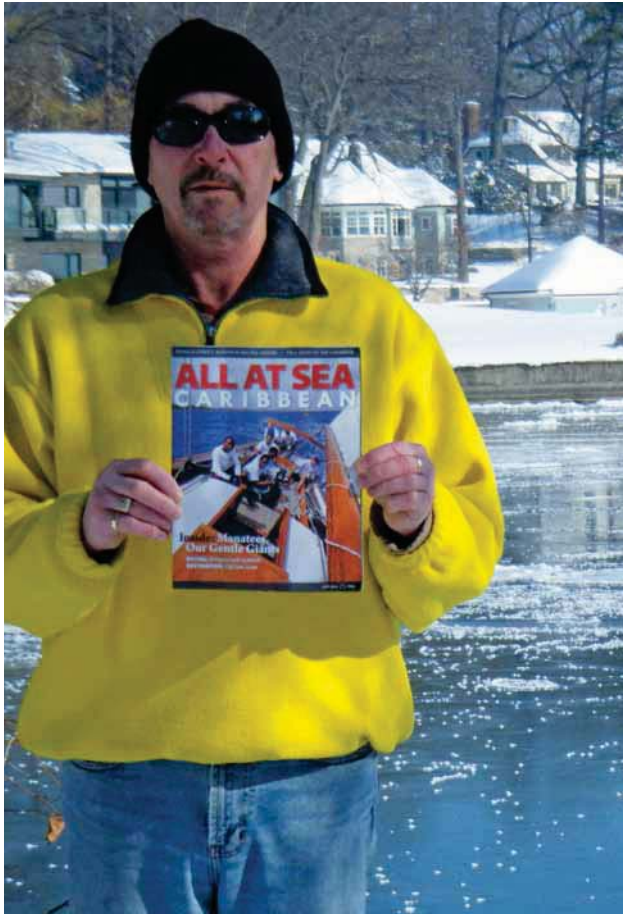
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Garnet Onslow took this picture on a bright, sunny Sunday morning while walking the pathway along the shores of Burlington Bay in La Salle Park, on the west end of Lake Ontario. The temperature was minus five degrees centigrade. Every time Garnet wanted to warm up, he stopped to read a few more pages of 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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Disabled Vets Get
New Lease on Life
Through Scuba





Caribbean Sea

PAGE 72

St. Barth Fun Cup:
Antoine Questel
Local Champion



PAGE 84

Brian Talma –
Action Man!



CARIBBEAN NEWS

A BRIEF LOOK INTO THE HAPPENINGS OF OUR WORLD



Joyon smashes own Columbus Route record

French single-hander Francis Joyon, onboard the maxi trimaran *IDEC*, sailed across the Columbus Route finish line off San Salvador in the Bahamas at 04h 57m 30s GMT on 15th February 2013.

With a race time of 8d 16h 07m 05s, Joyon shaved more than twenty-eight hours off his own record set in 2008. Over the 3884 miles of the Great Circle route, the theoretical route between Cadiz and San Salvador, via Gran Canaria, he sailed at an average speed of 18.66 knots

(distance actually sailed 4379.5 miles at an average speed of 21.04 knots).

Arriving in San Salvador, Joyon put thoughts of Champagne and celebrations on hold and, having validated his race time with the official representative of the World Speed Sailing Record Council, hoisted sail, trimmed his gennaker and set off again to make his way to the French West Indies.

Clarke & Carter Caribbean

UK-based Clarke & Carter Interyacht, one of the old-

est and most respected yacht brokerages in the international marine industry, has recently launched 'Clarke & Carter Caribbean'.

Managing this new Caribbean yacht brokerage division is John Whitsett. According to a recent press release, Whitsett, a consummate sailor, brings a wide range of expertise to the table, making him perfectly suited for managing the Caribbean region.

"I've been associated with the marine industry in one form or another for the majority of my life", says Whit-

MARK YOUR CALENDAR:

LES VOILES DE SAINT BARTH 2013

All sails are unfurled for the fourth edition of Les Voiles de Saint Barth, April 8th-13th, with venture capitalist/sailor Jim Swartz as the 'patron' of the event, following in the footsteps of photographer Patrick Demarchelier, singer Jimmy Buffett, and Peter Harrison, owner of the yacht *Sojana*.

With watchmaker Richard Mille as principal sponsor, Les Voiles de Saint Barth is open to sailboats of all sizes, and there are at least 53 boats heading toward the start line for the first races on April 9th. At 115ft, Harrison's *Sojana* is the largest yacht taking part this year. Local faces include Donald Tofias aboard *Wild Horses*, Alain Charlot with *StBarthSailRacing*, Sophie Olivaud and an all-female crew aboard *Albacore 4*, Rapheal Magras with *Maelia*, Raymond Magras aboard *Speedy Nemo*, Patrick Demarchelier on *Puffy*, and Mowgli Fox aboard *L'Ile*. Frits Bus from Saint Martin is bringing his Melges 24 *Island Water World*, and *Shamrock VII* represents the handsome J-Class yachts.

For complete information, visit: www.lesvoilesdesaintbarth.com

EVENT CALENDAR

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



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sett, whose experience includes a stint in the US Navy, boat yard management, yacht building and restoration, and classic yacht racing. "Clarke & Carter is a highly reputable company", adds Whitsett, "and I'm excited about the opportunity of working with them. Plus, my yachting expertise and experience in the Caribbean will really make buying or selling a yacht in this area so much easier and more efficient for our customers, so it's a real win-win for everyone."

For information about Clarke & Carter Caribbean, email John Whitsett: enquiries@clarkeandcartercaribbean.com, or visit www.clarkeandcartercaribbean.com

The sailing community bid farewell to Captain Joe Cipriano

It was a sad time in the northern Caribbean the last week of January, as veteran sailors, cruisers, and residents bid a last 'Fair Winds and Calm Seas' to their friend of many, many years Joe Cipriano, AKA 'The Birdman'. Captain Cipriano died of what appears to be natural causes, although at press time the Coroner was yet to make a final determination. At this point, it is believed he suffered a heart attack or stroke, and fell into the water alongside his boat. His daughter, son, and their spouses visited Puerto Rico for several days to settle his affairs and fly his remains and two of his favorite birds back to the U.S. There were not many dry eyes in Salinas Harbor as a ship's bell sounded and many around the bay joined the family watching his classic Ericson ketch *Far Out* sail away from the docks for the first time in nearly 30 years without 'Captain Joey' at the helm.



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YACHT CLUB & FISHING CLUB NEWS

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PCYC
Petite Calivigny Yacht Club

A close finish at PCYC Hobie Cat Match Races

PHOTO: DIETER BURKHALTER

PETITE CALIVIGNY YACHT CLUB

Grenada Club to Host More Hobie Cat Match Races

The Petite Calivigny Yacht Club (PCYC) is the newest yacht club on the island of Grenada. It was established in 2010 and is headquartered at Le Phare Bleu Marina on the island's south coast. Formed by a group of boating enthusiasts to support yachting events and water sports, particularly in the Calivigny Bay area, the club organizes small boat races and other water-related events that offer sailors of all skill levels and age groups a friendly environment in which to learn more about boating, and also an opportunity to participate in water sport activities.

One of the most popular events hosted by the PCYC is their Hobie Cat match races, which have been held once a year for the past three years. All have been successful, lots of fun, and all have gone off like clockwork. Even Mother Nature couldn't dampen the racing spirit at their most recent races on January 20th when unseasonably light winds caused overly calm race conditions; the Club simply rescheduled the day's activities and the competition was completed the following weekend. Despite the weather, the PCYC was delighted to see a lot of new faces at the event, both racers and spectators, and were even more pleased with the record number of race participants.

Feeling optimistic due to the increasing popularity and turnout at this and previous races, the PCYC has now com-

mitted to hosting more Hobie Cat match races. "We've been encouraged by the increasing interest that our Hobie Cat races have generated in Grenada," stated club Commodore, John Whitsett, at the end of the races, "and as a result, I'd like to officially announce that the PCYC now plans to host two Hobie Cat Match Races in Grenada every year, in January and July."

Although small by most standards (the last race had 16 racers), the PCYC's Hobie Cat match races have been growing in popularity over the years. Another source of pride to the Club is that their races bring together a very diverse group of people – from local residents to island holiday-makers and visiting cruisers – and racers' ages are varied as well; mostly from youth to adult, but a few old salty-dog seniors bear proof to the fact that there is no age limit to having fun.

The PCYC welcomes new racers as well as new members. For more information on memberships and upcoming club events, visit: www.pcycgrenada.com



Petite Calivigny Yacht Club News submitted by Connie Martin

Please send your Yacht Club & Fishing Club News
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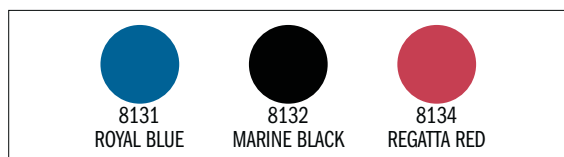


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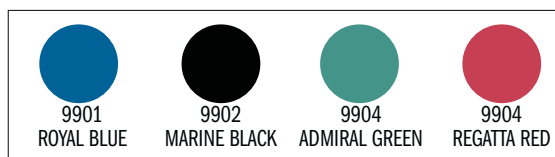


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EARNING TO SAIL, SAILING TO EARN

MAKING BIG BUCKS WHILE HAVING MEGA FUN
ON A SMALL BOAT

BY CAP'N FATTY GOODLANDER

Many long-term cruisers save up a large pile of cash—and then slowly spend it while sailing the world. Hooray for them! However, most of us life-long sea gypsies don't have a large pile of cash ... or even a modestly-sized one. We only have a small boat and large dream. Despite this, we manage to circumnavigate.

How? By working as we go.

This is neither easy nor quick—but it can be fun. Believe it or not, there are actually *advantages* of being time-rich and penny-poor.

Many 'speed circs' only take two years—which is barely enough time to explore the Caribbean—let alone, Planet Ocean. Well-funded circumnavigators often own a lot of stuff 'back home' and thus spend a lot of time servicing their money—rather than enjoying it. With surplus money, you have many options—perhaps, occasionally, too many. Plus, since you can do anything, you feel you *should* always be having a swell time—despite the fact that money and fun and contentment have little relationship to each other. Also, there's a tendency to return home so often that you never really leave it mentally, and your circ ends up an extended vacation *from* reality rather *than* your reality.

Perhaps the worse aspect of a pre-funded circ is watching your pile of money shrink, shrink some more, and shrink further.

Oh, pity the poor yachtsman—no matter how well-heeled his Topsiders!

Cap'n Fatty Goodlander
Editor-at-Large *Cruising World* magazine

"Any sea gypsy who can remember how many times he has circumnavigated... hasn't sailed much!"

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Cap'n Fatty Goodlander
author of *Chasing the Horizon*

Fatty's 'Book Signing' poster from 2012

Contrast this with your average work-as-you-go circumnavigation. These frugal circumnavigators spend, on average, around seven years on their Big Fat Circle—and are, by definition, forced to interact with the locals far more often. This is a huge advantage. Sailing offshore, as delightful as it is, is only half the story. The other half is the people you meet. Here, on a person-to-person level, the work-as-you-

go skipper has the edge. It is easy to understand a culture when you're breaking rocks with its sweating members—less easy when you are merely hiring them to wash your clothes, drive your taxi, or remove your barnacles.

Too frequent jet-travel isn't merely bad for the environment; it's bad for the cruise as well. Picture how proud Josh Slocum must have felt sailing *Spray* back into New Bedford—and contrast that to how he'd feel if he'd returned to Boston every three months to 'shake the money tree'.

The sea gypsy life is, at least as we Goodlanders practice it, pretty simple. We have—or want—nothing ashore. Our only fixed bill is \$250 per year for our Sailmail connection. (In the Med we were forced to get liability insurance for \$350 per.) We started out our first circumnavigation with \$5,000, and returned with zero. Knowing how easy earning money would be while undersail, we started our second circ with \$4,000 and returned with \$46,000.

That's right—we saved \$42,000 while circumnavigating the oceans of the world over the course of seven fun-filled, very eventful years—and had more fun than most.

Was it easy? No, it was not. I wrestle with my pen 20 hours a week, and Carolyn wrestles with how to make money drip out of that same pen—also for 20 hours per week. (Invoicing, photo-editing, book-formatting, etc.) Thus, we put in a 40 hour week aboard, 52 weeks a year.

This takes tremendous will power—especially when my wayward friends are always buzzing by in their dinghies asking if I'd like to go diving for lobster, yacht racing, guitar playing, windsurfing, kite flying, or rum-guzzling.

The good news is that I can earn my living anywhere I go—the bad news is that I have to!

Part of the equation is, of course, living inexpensively. You have to be frugal. Forget 'I deserve it'. Instead, embrace squeezing Abe Lincoln so hard he cries. This is relatively easy on a yacht in Chagos ... where we spent four months without spending a single penny, since there is nothing ashore—no government, no buildings, no people, no problems. None!

But, regardless of how little you spend, you have to earn some money along the way—if you didn't bring much in the first place.

One common method is chartering-as-you-go—the legality of which varies country-to-country. Many low-key, under-the-radar yachties in the Pacific just make sure they aren't taking a local's job—and then proceed with caution. (Warning: a USCG captain's license and various other pieces of paper are required on a US registered vessel whether on-or-off-the-books.)

Often, it isn't the yachtie who makes the first move. They just sail into a small, remote island with a large resort—and



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the resort owner asks *them* if they'd like to day-charter (as all the local boats are open fishing vessels).

If the skipper is wise and desires to stay awhile, he hires a popular local kid for a deck hand and jobs out the catering too—so the locals win as well as the resort.

Everyone gets what they want, especially the customers. There are no losers—only winners.

Does the yachtie make a fortune after paying his booking fee, his deckhand, and for the catering? No, but they replenish the cruising kitty to add another year or two onto their circ—which is what it is all about, from the cruising sailor's standpoint.

David Wegman sailed around the world on an engineless schooner while spending only pennies. He sold paintings, traded molas (from San Blas), and even accomplished amazing feats of island-style construction to earn his way.

His motto is: 'No one ever starved to death sailing around the world'.

That's true. You might be hungry—but if you are cruising in the Third World where a billion people earn less than two dollars a day, well, food is cheap. It might not be the food you want—but, if you are truly hungry, it is the food you need.

I will take that statement a step further: I have never ever met anyone who was arrested for working or earning money in a foreign country—who had not stopped immediately upon notification.

It is the scofflaws that get into trouble—those pugnacious folks that sneer, "... this is a US government documented vessel, and you can't tell me ..."

Those are the guys who end up in jail for working in a foreign country—as well they should. But if you just fold your tent and fade—usually, nothing happens.

Don't get me wrong. I am not advocating breaking the law. I am merely stating the facts, and the facts are that everyone has to put food on their table—and, as crimes go, working for a living isn't a particularly terrible one.

Of course, there's no reason to ever go ashore. I've earned many freedom chips by working on other yachts: doing electrical installation, plumbing repair, and wood butchery.

Aren't there marine electricians overseas? Absolutely! But not in Minerva or Beverage reefs—and none who are willing to work for a pittance, like I am.

Some vessels have flippable canvas lifeline nameboards—which have the boat name on one side, and 'Jack-Tar-of-all-Trades' on the other.

One electronics expert in Sint Maarten told me, "People pay me \$80 an hour to RTFM ... (read the #&%@#%& manual) ... that came with their marine electronics. The answers are almost always there—it just takes some time and litera-

cy to drag them out. So, that's what I do. I read the manual until it says, 'the red wire connects to the positive side of the battery' and everyone thinks I'm a genius."

Carolyn makes Biminis and dodgers with her trusty Pfaff sewing machine—as well as minor sail repairs. (She's such a push-over—I think she's fixed as many sails for free as she's charged for.)

Are you an expert at something? I'd never tell some nerd in Silicon Valley that I was a computer whiz—because I am not. But I know how to install Quickbooks, defrag a disk-drive, and de-porn a clogged hard drive—all of which are considered minor miracles in Fiji or Madagascar.

Often, a resort buys a Wifi router—and can't install it (mostly) because they can't read the manual. If you can read English—this, in-and-of-itself, is often a service worth paying for.

Am I recommending you pretend to be a brain surgeon because you can get away with it in the Third World? No, I am not.

What I am saying is that many people in Africa who can afford an iPhone5, can't figure out how to Bluetooth or Wifi them to their corporate network—and if you can, you've got something to sell.

There are lots of ways to earn money offshore.

During my first circ, 2000 to 2005, I produced a weekly radio show called the Circumnavigator's Report that was broadcast via WWW in the Caribbean.

How? By Fedexing back the tapes. Four times a year, Carolyn (yes, she's a hard worker and stern master) would say, "Wednesday is radio day, Fatty!"

I'd groan, and make sure I was well rested.

Then she'd run 14 people/guests/friends through the boat for 40 minutes each, and hand me an index card with topics and suggested questions just prior to doing so. Thus, I'd do 14 radio shows in one day, and she'd spend another day editing and packaging up the tapes—and we'd get a weekly paycheck deposited into our account 52 times a year. (Amazingly, I had the radio show for over 17 delightful years.) The station was sold twice. And when I finally came in to visit the corporate offices during my second circ, nobody knew who I was—and kept insisting that I wasn't there. "No, mon! Dat boy, he sailing de islands of de Pacific! Dat true! He gone, long gone, me son!"

Next month Fatty takes a look at even more creative ways of earning under sail – Ed



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



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SAILING WITH CHARLIE

COMPUTERS

BY JULIAN PUTLEY
GRAPHICS BY HANNAH WELCH

The hi-tech revolution continues at almost impossible speed. You can buy the latest and greatest cell phone, computer or computerized gadget only to be told a few weeks later that it's obsolete and a new super model is out with all kinds of new apps. Uuuurm, apps means mobile applications you can install on your latest gadget.

Terminology is fun isn't it? There are iPads, iPhones, iPods ... and apps to be installed like iTunes, iMovies, iLife, iBooks ... etc. No, an iPad is not a sanitary device, a hard drive and a floppy do not pertain to sex and a download has nothing to do with bowel movements. Equally, a dongle is not necessarily sexually attracted to a widget. Now, the iGadgets are all part and parcel of the Apple Computer Empire, but – surprise, surprise – there are now Blackberries, Oranges and Raspberries (nothing to do with passing wind, although by now you might think I'm full of hot air). The first two ingredients of the hi-tech fruit salad are cell phones, while the rather appetizing name Raspberry Pi refers to a tiny computer used for teaching purposes. Before you rush out and buy a Raspberry Pi make sure there's not a Strawberry Soufflé on the horizon.

The other day I checked with Charlie who has always been in favor of the KISS (Keep It Simple Stupid) principle of boating. I was surprised to discover that Charlie has fallen victim to the hi-tech revolution. Charlie has always had a small portable GPS for confirming his latitude and longitude, but that was all. However, he recently weakened to include in his gadget inventory a Kindle e-reader. "Great," he said. "It's sometimes hard to get good books in the islands, but with this the book world is at my doorstep – and many classics are free!" His enthusiasm was unexpected.



The next time we met it was just after Christmas. "I got a smart phone," he said. "And then I got a tablet. Now I can tether the smart phone to the tablet when I get a hotspot."

"Sounds like you're going through menopause," I said.

"Hey, it's all part of the textual revolution," replied Charlie.

And that was it. Another good friend from the 70s had been consumed by modernity; swallowed up by the digital age and sucked into cyber space all in the name of instant gratification and convenience.

But then there was a sudden about face. It was just the other day when I saw Charlie in a veritable state of stress. "It's all the wires," he moaned. "They're driving me crazy. I need an adaptor, a charger for every device, ear phones, USB cables, converters ... they're all different; all have different connections and all are the same color. It's a nightmare. I can never find the cable I need."

"What happened to the KISS philosophy," I said. "Keep the e book and ..."

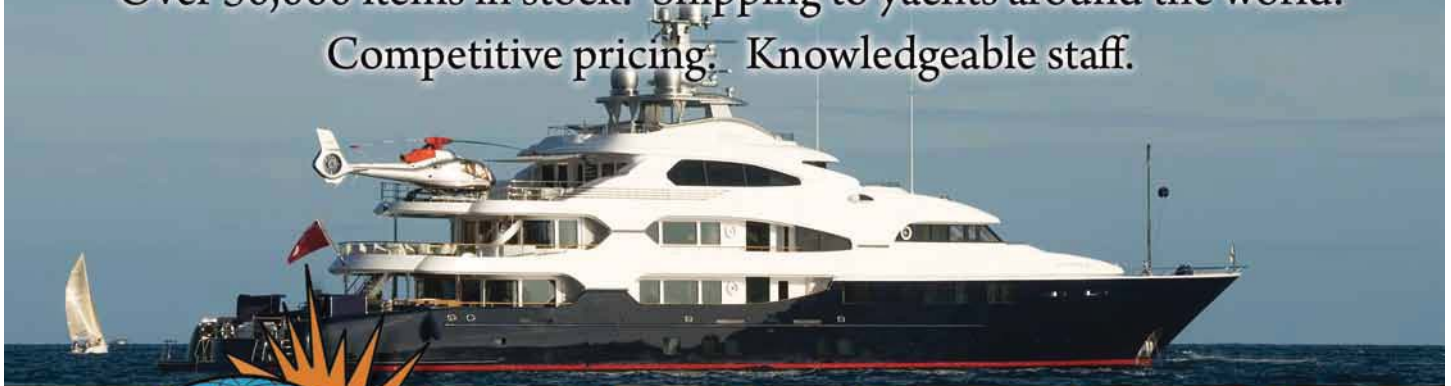
Well, it's not my job to tell Charlie what to do, so I didn't, but the Information Age doesn't appeal to everyone.com. ☹

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

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PHOTO: HUNTER SHARP

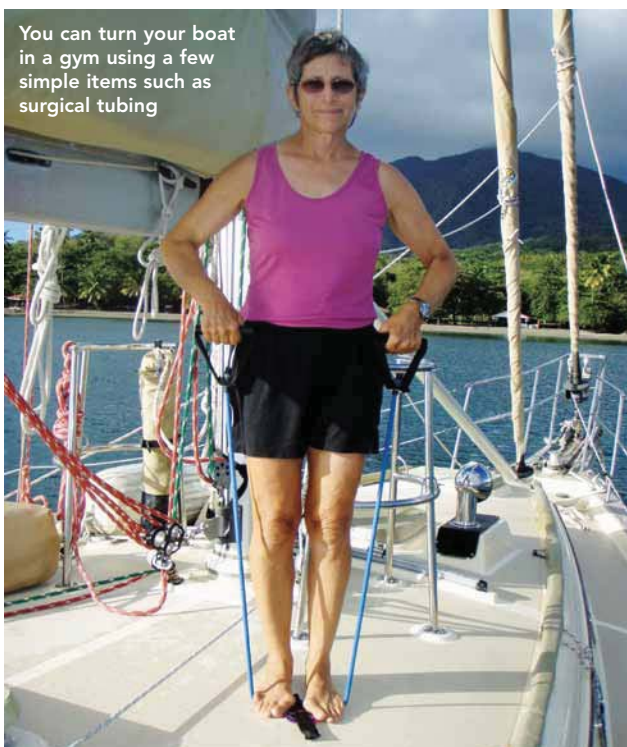
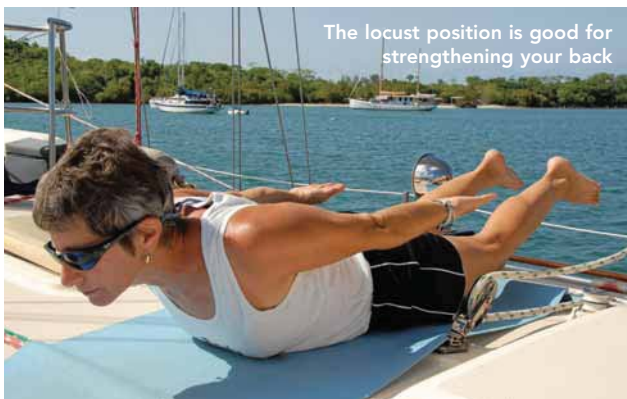
I use the boom to do flys with the surgical tubing

For many cruisers it comes as an unwelcome reality that staying fit on a cruising boat takes work. You would think that grinding winches and pumping the head would keep you strong and firm, but it does take more. There are two great hurdles to improving your fitness: Getting started and staying motivated. For many, staying fit before living on a boat was a matter of going to the gym, but for the most part this is not possible when living aboard. You will need to reorient your fitness plan to what is feasible in, on and around your boat.

Look at a fit cruiser and ask them what they do. I have been watching and talking with cruisers for years and this is what I found out. The easiest exercise is something that you like to do and don't necessarily do just for exercise. Walking

and swimming are great examples. Set aside a specific time to do your workout or walk and make that the priority; first thing in the morning works best for me. Have a routine that is easy to follow, but not deadly boring. Find a buddy and make a date to walk, swim or do yoga. Jazz up your workout with music that energizes you. Set a goal for the day or week and review your goals. Keep track of your progress (both the improved ability to do the workout and the loss of weight or girth). I also use a timer for my sit ups – keeps me honest. When I can, I read yoga and fitness magazines to give me new ideas and motivation. Remember that doing something is better than nothing.

Many folks do calisthenics, Pilates or yoga on their boats. I have a space just large enough to roll out a yoga mat where I can do my morning routine. Rebecca and



Mike Sweeney on the boat *Zero to Cruising* have turned their catamaran into a mobile gym with a TRX suspension training system that allows you to use your own body weight as resistance. You can go to their website and see videos of Rebecca doing workout: <http://www.zerotocruising.com/shipshape>. I could not find a reasonable place to use the TRX on our monohull, but can easily find space to workout using a length of one quarter inch surgical tubing, 54-inch long, with handles and a piece of webbing that has a grommet that allows me to attach the band to something on the boat. I bought this fabricated, but it would be easy to make your own. I use this for a wide variety of arm and back exercises by anchoring the center point to something on the boat or by standing on the tubing. You can make hand weights using the lead from your



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HERE ARE SOME IDEAS FOR EXERCISES:



PHOTO: CHUCK SHIPLEY

Bicycle crunch

It is not perfectly flat, but I can roll out a yoga mat to do exercises on the deck

SIT-UPS, ABDOMINAL CRUNCHES, BICYCLE CRUNCH

Lie flat with your lower back pressed to the deck and contract your core muscles. With your hands gently holding your head, lift your knees to about a 45-degree angle. Slowly, at first, go through a bicycle pedal motion. Alternately touching your elbows to the opposite knees as you twist back and forth. Breathe evenly throughout the exercise.

PLANKS

Get into pushup position on hands and toes. Contract your abdominal muscles. Keep your back straight and hold the position. While you are there you might want to do a few pushups or turn the plank sideways and balance on one arm.

LUNGES

Stand with your feet shoulder-width apart and step forward. The knee should be at 90-degrees and directly above the toes. Alternate legs and you can use hand weights and do a bicep curl.

TRICEPS DIP

Back up to a chair or bench with your hands and place hands next to or slightly under your hips. Lift up onto your hands and bring your hips forward. Bend your elbows and lower your hips down.

WALL SIT

With your back against a wall and your feet about 2 feet away from the wall, slide down until your knees are at a 90-degree angle. Hold the position.

STANDING CRUNCH

Feet shoulder width apart, knees slightly bent and hands laced behind head. Bring left elbow to left knee and do the other side. Exhale as you crunch and inhale as you open. This is a good warm up. (below)



The standing crunch is a good way to warm up for other exercises

PHOTO: HUNTER SHARP

diving belt. You can use your boat as a gym; I can do dips and hip circles in our companionway and have used fenders as an exercise ball. I have also used a variety of exercise programs on my Kindle and my tablet. I like to swim when the water quality and boat traffic permit, and many people do water aerobics using a swim noodle and this is a very fun social activity.

If you are new to yoga, I recommend finding a DVD or a book to get you started. Kim Hess has addressed the difficulty of adapting yoga poses and practice to a boat in her book *Yoga Onboard*. Kim also has a DVD, so you can have guided practice on your boat or you can find Kim and take classes in Tortola this winter. You can contact Kim at her website: <http://www.tropicayoga.com>. The Yoga journal website (<http://www.yogajournal.com>) also has videos to download, instructions on how to do poses and suggestions for home practice. I have yoga socks that have sticky soles and allow me to do some yoga poses without a mat.





PHOTO: DEVI SHARP

Ideally you should warm up, workout and cool down with stretches. Rebecca on *Zero to Cruising* demonstrates a great warm up and workout at: <http://www.strengthplus.ca/8-count-bodybuilder/>. *Don't go from cockpit potato to fitness enthusiast without getting cleared by a doctor.*

If exercising on your boat is not your thing try taking long walks and exploring the island. We enjoy getting off the boat early in the morning when it is cool and walking around exploring the neighborhoods in the area of the anchorage.

Devi and her husband Hunter are exploring the Caribbean and keeping fit on their sailboat Arctic Tern.






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CARIBBEAN REGATTA PREVIEW: APRIL TO NOVEMBER

BY CAROL M. BAREUTHER



PHOTO COURTESY OF WEST INDIES REGATTA

West Indies Regatta where tradition rules

The Caribbean's sailing season is just getting warmed up come spring. Here's a sample of regattas that take place throughout late spring, summer and early fall.

April 8-13: Les Voiles de St. Barth

New this year are longer racing days, different courses, improved shore-side entertainment and a 50 percent reduction on dockage fees. Fifty to 60 yachts, including *Blue Peter*, *Wild Horses* and *Saphaendra* in the classics class. "The quality and diversity of the entries, the range in the race courses and the St. Barths vibe is what makes this regatta special," says competition manager, Annelisa Gee. www.lesvoilesdesaintbarth.com/site/us

April 8-13: Oyster Regatta

Twenty to 25 Oyster yachts ranging in size from 45 to 82-feet will race around Grenada with an overnight stop at Le Phare

Bleu and a prize giving party at Port Louis. "We held our spring regatta here two years ago and the warmth and breadth of the reception was exceptional," says Oyster CEO, David Tydeman. "We are looking forward to returning to Grenada for the 31st Oyster Regatta." www.oystermarine.com

April 18-23: Antigua Classic Yacht Regatta

Bolero is returning as is the newly rebuilt *Adventress* and newly restored *Dione*. From 50 to 60 yachts are expected. "The regatta is unique in that likeminded people get together to show off their lovely boats, and appreciate the crafts and craftsmen that keep these old classics alive and floating," explains Kenny Coombs. EFG Bank and Maine on the Rocks join major sponsors Panerai and Mt. Gay. www.antiguaclassics.com

April 22-May 3: 505 Worlds

Hot on the heels of a successful Fireball Worlds in 2010, the Barbados Yacht Club will host the 505 Worlds. The 505

is a double-handed, high-performance, one-design boat. Nearly 100 teams from the U.S., Europe and Australia are expected. www.int505.org

April 27-May 3: Antigua Sailing Week (ASW)

New is the Nonsuch Bay RS Elite Challenge to be held off Pigeon Beach on Lay Day, May 1st. This invitational event features eight high-profile racing skippers and crews racing in heats to determine the overall winner of a week's accommodation for two at Nonsuch Bay Resort, including unlimited use of all sailing equipment and facilities. Some 120 yachts are expected for ASW including *Sojana*, *Jaguar* and local favorites *High Tension*, *Biwi Magic* and *Hugo B*. "The race courses have been fine-tuned to keep up with the changing times and sailors of all levels are guaranteed excellent racing," says regatta organizing committee chairman, Kathy Lammers. www.sailingweek.com

May 3-5: West Indies Regatta

Sweetheart (Antigua), *Tradition* (Anguilla), *Expectation* (St. Lucia) and the new 2013-launched Alwyn Enoe Carriacou Sloop are a few of the dozen entries expected into the Port de Gustavia, St. Barths. "The regatta reconnects the islands once again with traditional sail and promotes the art of Caribbean boat building," says organizer, Alexis Andrews. New is an Island Market & Arts Fair showcasing regional arts crafts and organic produce, with all goods arriving by sail. www.westindiesregatta.com

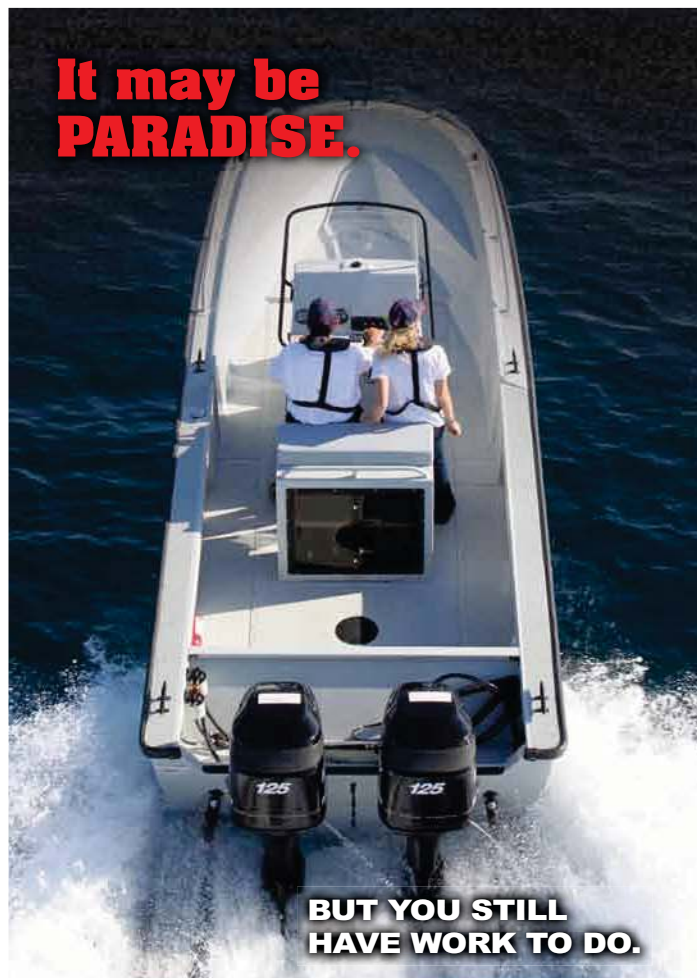
May 10-12: Anguilla Regatta

Nearly 30 boats from St. Maarten, St. Barths and surrounding islands will set sail. Production boats as well as the Anguilla A and B Class racing boats, which have a distinct open hull design, massive mainsails that extend beyond the stern, removable ballast and up to 14 crew, will compete. "Our regatta has always been one of the most popular events among sailors who appreciate the traditional Caribbean regatta where you can have great sailing and great fun in a safe laid back environment," says president of the Anguilla Sailing Association, Donald Curtis. The regatta is a fundraiser for the non-profit Anguilla Youth Sailing Club. Dates for 2014 will move to mid-February. www.anguillaregatta.com

May 17-19: Captain Oliver's Regatta

Thirty to 35 yachts, including beach cats, will race in six classes out of picturesque Oyster Pond. In addition, spectator friendly Optimist dinghy racing for youth sailors will take place one afternoon. "Several attractive packages for yacht rental and hotel stay are available for the weekend," says organizer, Rikke Speetjens. www.coyc-sxm.com

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Triskell Guadeloupe and Dominica Tour

PHOTO COURTESY OF ASSOCIATION LE TRISKELL



MAY 8-12:

Triskell Guadeloupe and Dominica Tour

The traditional Around Guadeloupe regatta expands this year, says organizer Jean Michel Marziou, "to include a stop in Portsmouth, Dominica, as well as stops in Marie Galante and Les Saintes." Forty boats are expected to join this nautical event that combines racing with sight-seeing, sport and other festivities. www.triskellcup.com

May 25-27: Foxy's Wooden Boat Regatta

Traditional wooden boats as well as 'Classic plastics' (production boats 30-plus years old), are invited to race this two-day regatta between the West End of Tortola and Jost Van Dyke. Sailors enjoy a barbecue at Foxy's Tamarind Bar. Those who'd like to help organize are welcome too. For information, email: martin@sailsister-ship.com

June 17-23: International Optimist Regatta (IOR)

(Presented by Negawatt Business Solutions)

There's a new regatta sponsor, but the same high-caliber and highly-fun event. "Three clinic days, a one team race day and three race days for beginner and advanced sailors makes the IOR one of the instructive and competitive junior sailing regattas," says organizer, Margo Lynch. "Plus, it's a great way to tune-up skills for the Optimist North Americans a month later in Bermuda." www.styc.net

July 6-7: Barbados National J24 Championships' Finale

The sixth and final leg of the Jaguar/Land Rover-sponsored series concludes this weekend with the Harris Paints Regatta. Up for grabs, says president of the J24 Club of Barbados, Greg Webster, "is the right to be called national champions. www.j24barbados.com

October 6-12: 46th Bonaire International Sailing Regatta

Everyone from Racing, Cruising and Multihulls to Optimists, Beach Cats and even local Fishing boats are welcome to enter. Racing takes place in Kralendijk Bay, with nightly themed activities ashore. www.bonaireregatta.org

November 15-17: Caribbean Dinghy Championships

Eight to ten teams from around the Caribbean will sail out of the Antigua Yacht Club and in the nice flat water inside Falmouth Harbour. "This event brings together teams from around the entire Caribbean region to race in different dinghy fleets with excellent competition and great camaraderie," says Caribbean Sailing Association president, Peter Holmberg. www.caribbean-sailing.com

November 15-23: 20th Aruba Catamaran Regatta

Billed as the 'ultimate Caribbean catamaran holiday', experienced racers as well as recreational sailors from North America and Europe enjoy great competition, with plenty of activities ashore for non-sailing family members. www.arubaregatta.com



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

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RORC CARIBBEAN 600

A TOUGH RACE IN PARADISE

BY LOUAY HABIB

PHOTOGRAPHY BY TIM WRIGHT
PHOTOACTION.COM, RORC
CARIBBEAN 600



With warm Tradewinds gusting up to 30 knots for over four days, the RORC Caribbean 600 was a lively affair and many seasoned competitors declared that it was tougher than the Fastnet but a lot warmer! There was drama right from the start, Tony Todd's 100ft Maxi *Liara* was dismantled. "Two tacks and then the rig came down, we had barely sailed 600 metres instead of 600 miles," shrugged devastated crewmember Matt Curthoys. "It went at deck level to leeward, luckily no one was hurt but we were all gutted not to do the race."

The first yacht to finish was Peter Aschenbrenner's ballistic 63ft trimaran, *Paradox*. The American multihull with the legendary Cam Lewis on board scorched around the 600-mile track in an astonishing 40-hour sprint, just 11 minutes outside the course record set by ORMA 60, *Region Guadeloupe* in 2009. "*Paradox* is two tons heavier than an ORMA 60 and the rig is 18ft shorter, to come so close to beating the record was a big surprise but the conditions were absolutely perfect, it was a wild ride but we were perfectly in control from start to finish," said Aschenbrenner.

The first monohull to finish was Mike Slade's 100ft Maxi *ICAP Leopard*, crewed by top professional sailors from the Volvo Ocean Race, including tactician and multiple world champion, Robert Greenhalgh. *ICAP Leopard* completed the course in just under 46 hours. Hap Fauth's JV72, *Bella Mente* was next, but the Mini Maxi did not win after time correction.

The RORC Race Team gave Ron O'Hanley the good news that his Cookson 50, *Privateer*, had beaten Hap Fauth's American JV72, *Bella Mente*, by just over 22 minutes on corrected time to top the leader board for IRC Overall. *Privateer's* win was made sweeter by the fact that last year the team sailed an epic race only to come through the finish line and find that they had been docked a 10% penalty for a starting infringement.

"Elated, but relieved there is not another leg!" exclaimed Ron O'Hanley dockside in Antigua. "It is a fantastic race, the RORC do a phenomenal job and we are all delighted to be back here again for the third time. After last year we knew there was some unfinished business and we put that away, which was very sweet."

Paradox the first yacht to finish takes to the air



Privateer - winner of the 2013 RORC Caribbean 600 Trophy

40 Degrees set a new Class40 Race Record



Shortly after *Privateer's* emotional return to Antigua the mighty schooner *Adela*, skippered by Greg Perkins, returned to the dock. Their IRC corrected time of 3d 6h 26s secured their win in the Spirit of Tradition Class, Superyacht Class and third overall in IRC. *Adela* had an exceptional race, worthy of their podium place for the overall title.

On Saturday morning, after five days at sea, The Royal Armoured Corp Offshore Race Team, racing Swan 48, *Patriot*, skippered by Capt. Richard Luckyn-Malone, crossed the finish line, as the last yacht to complete the course. As the vintage Swan entered Falmouth Harbour a dozen or more Superyachts heralded their arrival with a cacophony of horns. The British Army team were greeted in true RORC Caribbean 600 style: Three cheers, cold beers, hot rotis and a massive crowd of well wishers greeting them.

Packed with competitors, friends and family, Antigua Yacht Club was filled beyond capacity as close to a thousand revelers gathered for the RORC Caribbean 600 Prize Giving.

Royal Ocean Racing Club CEO, Eddie Warden Owen opened the proceedings and welcomed the Honourable

Winston Williams, Minister of Sport for Antigua and Barbuda, to address the crowd. In a rousing speech, the crowd joined the Minister in hailing the 5th RORC Caribbean 600 as a tremendous success.

A partisan crowd cheered every team going up to the stage to collect their prizes and every competing yacht was presented with a decanter of rum engraved with their name. The biggest cheers on the night were reserved for the victorious team *Privateer*, they received a big roar from the crowd as Ron O'Hanley lifted the RORC Caribbean 600 Trophy.

For more information go to the RORC mini site: www.caribbean600.rorc.org



Louay Habib is a freelance yachting journalist. For the past 20 years, he has competed at yachting regattas and offshore events all over the world and represented England in the 2004 Rolex Commodore's Cup. He writes for a variety of clients including; the Volvo Ocean Race and the Royal Ocean Racing Club and numerous Caribbean regattas.

SAN JUAN INTERNATIONAL REGATTA

STRONG COMPETITION AND A NEW CLASS



PHOTO: CARLOS LEE

Otra Kosa sails in the CSA Spinnaker Class

Sailors from six islands took home trophies from the 12th San Juan International Regatta (SJIR). The February regatta hosted by Club Nautico de San Juan welcomed over 140 sailors in 102 boats racing in ten classes. Conditions proved perfect with generally sunny skies and winds blowing under ten knots the first day and gusting to nearly 20 knots on the final day of competition. True to

reputation, the SJIR Race Committee ran as many as 13 to 16 races over three days for the dinghy classes and seven races for the newly-added CSA spinnaker class.

"What is so good is the participation of sailors from so many islands and in so many classes. It really levels the playing field and creates a great competition," says regatta chairman, Luis Fabre. "It is also wonderful to welcome the

first-time addition of the CSA Spinnaker class. This has added a whole new dimension to the regatta."

In the nine-boat CSA class, it was Puerto Rico's Julio Reguero helming his J/105, *Umakua*, who won. Jaime Torres aboard his Melges 32, *Smile and Wave*, finished second and Sergio Sagramoso's J/105, *Lazy Dog*, third.

There were two keelboat classes. Puerto Rico's Keki Figueroa won the six-boat IC24 class by one point over second place finisher and fellow islander, Robbie Ramos. Fernando Irizzary rounded out third place. In the J/24 class, Puerto Rico's Jose Fullana on *KQLO* placed first with Jaime Balzac driving *Razzmatazz* into second and Francisco Levy on *Blow Me* third.

The Optimist dinghy represented the largest one-design fleet of the regatta with 60 boats.

The BVI's Sam Morrell won the 13 to 15-year-old Red Fleet and the Advanced Optimist overall, followed by the USVI's Scott McKenzie second and Paige Clarke third.

"The conditions were generally good, but it was sometimes shifty," explains Morrell. "The Lasers started before us, so my strategy was to look ahead right before our start to see how the wind was affecting them."

In the 11 to 12-year-old Blue Fleet, Antigua's Rocco Falcone led with fellow islander, Louis Bavay second and the BVI's Thad Lettsome third.

"The winds here are just like where I train at home at the Antigua Yacht Club. That helped," says Falcone, who receives expert coaching not only from the AYC sailing director, but also from his father, Carlo Falcone, of *Caccia Ala Volpe* fame.

St. Maarten's Nathan Smith won the age ten (and under) White Fleet with a sizable lead over fellow competitors, Matteo Di Blasi and Julian van den Driessche, of the USVI, who finished second and third, respectively.

Antigua's Daniel Smith championed the 23-boat beginner Optimist Green class. Puerto Rico's Mauricio Porrata finished second and Jose Guillermo Mendez third.

In the Laser 4.7 Class, it was the BVI's Matthew Oliver who triumphed. The race for second was a keen one with Puerto Rico's Julio Rojo handing the BVI's Mollee Donovan third. Though both tied in points, Rojo ended with a greater number of first place finishes.

Puerto Rico's Pedro Fernandez led the Laser Radial Class with fellow islander, Agustin-Lazaro-Lugo, second and St. Martin's Rhône Findlay, third.

In the Sunfish class, Puerto Rico's Gregg Fyffe won with nearly flawless first place finishes.

For full results, visit: www.nauticodesanjuan.com



Report by Carol M. Bareuther

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TO THE EAST COAST USA

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

TO THE EAST COAST USA

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

VOYAGES FROM THE EAST COAST USA

TO THE CARIBBEAN

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

TO THE MEDITERRANEAN

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

VOYAGES FROM THE CARIBBEAN

TO THE MEDITERRANEAN

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

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GRENADA SAILING WEEK

SUPERB RACING AND NEW FUN VIBE EARN TWO THUMBS UP

BY CONNIE MARTIN

PHOTOS COURTESY OF TIM WRIGHT



Peter Peake's *Slippery* proved too slippery for competition, placing first in Racing Class, and taking 2013 Overall Race Winner trophy

There are good regattas and there are great regattas. This year – with its combination of challenging courses, competitive racing, fun vibe, hot parties, and lots of prizes – ‘Grenada Sailing Week: Camper & Nicholson's Race Series 2013’ tipped the scales towards greatness. Big kudos indeed considering it was organized in just four months.

This year marks the 20th year of keelboat racing in Grenada. Last September, however, there was great uncertainty about the future of the Keelboat Regatta when the Grenada Sailing Festival announced its suspension. Fortunately, a group of enthusiasts appeared, a new board was established, and with a new identity to mark a new era of international yacht racing in Grenada, ‘Grenada Sailing Week’ was formed.

“The Festival’s decision to suspend the keelboat regatta was much to the dismay of every sailor in Grenada and beyond,” stated Marc DeCaul, Chairman of Grenada Sailing Week. “We



No stranger to the podium, *Jaguar* retained first place honors

simply had to find a way to keep the races going". Thankfully, due to the devotion of this board and its small group of hard-working volunteers, local and international yachtsmen were again able to 'Sail de Spice' in Grenada.

Despite its early drama and abbreviated timeline, this year's race series was bigger than ever with additional races pushing the total up to ten races over four days. Twenty-eight boats from ten countries, crewed by sailors from many more nations, saw top international talent compete against those from the Caribbean Islands. The boats themselves ranged from a 16ft modified Laser Stratos to a Swan 53.

The regatta kicked off with an adrenaline-charged day of racing along Grenada's south coast. Big seas and reported winds gusting over 30 knots provided sailors with challenging conditions and great stories, but also breakages, torn sails, and bruised bodies. Weather challenges continued through subsequent days as racers experienced lighter winds and occasional rain, and the race committee moved marks and recalculated courses to accommodate fluctuating winds. Overall, though, the weather and courses produced superb racing and demonstrated why Grenada is considered one of the best racing destinations in the Caribbean.

Competition in Racing Class was fierce, with boats often neck and neck as they approached marks and finish lines. Peter Peake's *Slippery* was the one to beat this year; in every race she set off at a blistering pace, as if daring all others to 'catch me if you can'. Positions chopped and changed on a daily basis and no two races in the whole ten-race series showed the same results. But in the end it was *Slippery* who took the first place trophy in Racing Class, and was announced this year's overall race winner. In second place was last year's champion, *Lost Horizon*, and *Category 5* took third.

In Cruising One, returning cham-

pion Peter Morris took an early lead on *Jaguar*, although *Rapajam* gave him a run for his money. No stranger to the podium, having placed first in Cruising One the past two years, *Jaguar* retained first place honours. As one crewman said: "Nobody can tame the cat!" Second place went to *Rapajam* with *Eagles' Wings* in third.

Grenada's Robbie Yearwood with *Island Water World's Die Hard* – another returning champion and last year's over-

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Robbie Yearwood with Island Water World's *Die Hard* – winner in Cruising Two



2013 GRENADA SAILING WEEK RACE WINNERS

RACING CLASS

1. *Slippery* - RP 37, Peter Peake, Trinidad
2. *Lost Horizon* - J 122, James Dobbs, Antigua
3. *Category 5* - Hobie 33, Richard Szyjan, Grenada

CRUISING ONE

1. *Jaguar* - Frers 43, Peter Morris, Trinidad
2. *Rapajam* - Beneteau 53, Ralph Lancelot Johnson, Barbados
3. *Eagles' Wings* - J 125, Hal Slentz-Whalen, USA

CRUISING TWO

1. *Die Hard* - J 24, Robbie Yearwood, Grenada
2. *Rasmus* - Swan 43, Dieter Huppenkothen, Austria
3. *Loose Cannon* - J 24, Edgar Roe, St. Lucia

FUN FLEET

1. *RaVi* - Oceanis 45, Harald Horjen, Norway
2. *X-Strato* - Modified Laser Stratos, Mark Solomon, Grenada
3. *Patronus* - Beneteau 473, Christopher Conway, USA

OVERALL RACE WINNER:


Slippery - Peter Peake, Trinidad

For complete results, visit: www.grenadasailingweek.com

all regatta winner – emerged victorious again in Cruising Two. *Rasmus* took second, and *Loose Cannon* placed third.

Last but not least, *RaVi* placed first in the Fun Fleet, followed by *X-Strato* and *Patronus*.

But the fun didn't end when the racing finished. Each night racers gathered at Port Louis Marina where the atmosphere was perfect for 'liming', race-day stories, and partaking of food, drink, and nightly musical entertainment. Thanks to the generosity of a stellar line-up of sponsors, there were ample prizes for racers as well. With party themes like 'Pirate Dress Up', 'Face Painting' and the ever popular 'Mount Gay Red Cap', there was definitely a feeling of fun and frivolity in the air. Even on Lay Day, it was 'all-aboard' Grenada's Discovery Train down to Grand Anse Beach, where racers experienced the flip side of racing in Grenada: The Sailing Festival's fun-filled Traditional Workboat Regatta.

In the end, 'Grenada Sailing Week: Camper & Nicholson's Race Series 2013' was declared a resounding success. As for the future of Grenada Sailing Week, Chairman DeCaul wrapped up by saying, "We learned a lot this year, we have much to do, but we now have 12 months to put together an even better event. Watch for us next year as we're here to stay!" 

Connie Martin is a world traveler who is currently exploring the Island of Spice.

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CANFIELD DOMINATES IN ST. MAARTEN

BUDGET MARINE MATCH RACING CUP 2013



PHOTO: BOB GRIESER

Mega yachts look on as teams fight it out at the Budget Marine Match Racing Cup

With a flawless performance from start to finish, 24-year-old Virgin Islands sailor Taylor Canfield did not lose a race en route to a dominating victory in the fifth running of the Budget Marine Match Racing Cup sailed February 26th. Canfield and his stellar crew—four-time Canadian Olympian Richard Clarke, and accomplished Caribbean sailor Mark Plaxton—went undefeated in seven races during the early round-robin qualifying tournament, and then dispatched fellow Virgin Islander Cy Thompson in two straight races in the best-of-three finals to earn the winner's purse of \$5,000.

Runner-up Thompson took the second-place prize of \$2,000. In the petit final, last year's Budget Marine Match Racing champion Colin Rathbun of the B.V.I. beat Russian Eugeny Nikiforov to earn the third-place check of \$1,000.

The fifth edition of the event, which kicked off a festival of sailing culminating with the 33rd running of the St. Maarten Heineken Regatta, attracted the strongest fleet of match racers in the series growing history. The eight skippers included Ukrainian sailor Rodion Luka, a 2004 Olympic silver medalist; professional sailor Anthony 'Tonks' Kotoun, another Virgin Islander; Lorenz Mueller

of Switzerland; and Thomas Mallindine from the U.K. The event was contested in identical 20-foot Jeanneau Sun-Fast sloops in shifty, challenging winds ranging from 8-18 knots in the Simpson Bay lagoon.

However, despite the world-class field of competitors, the day belonged to Canfield, the former Boston College star who is currently ranked 8th in the ISAF Match Race Rankings and serves as the director of the Chicago Match Race Center. "I've been match racing for six or seven years now so I'm getting accustomed to it," he said. "I usually got off the line pretty well, hit the shifts and stayed in the puffs. My crew did a great job of keeping me in phase and the rest was easy from there."

Nobody slowed Canfield down in the ten round-robin flights that determined the four sailors who advanced to the championship finals.

Canfield was also quick to heap praise upon his tactician and mainsheet trimmer, Clarke, and Plaxton, who handled the jib. "Richard was in charge of the tactics and was on top of it. Mark did a good job on jib trim and keeping us honest with boat speed and weight placement in the boat, which is really crucial in these centerboard boats. They're really tippy so that's really important."

"It was nice sailing with the kid," said Clarke, smiling. "I was just trying to keep up with him and not slow him down."

Nobody slowed Canfield down in the ten round-robin flights that determined the four sailors who advanced to the championship finals. Both Thompson and Rathbun had identical scores of five wins and two losses after the preliminary rounds, but Thompson advanced to the finals on the strength of his victory over Rathbun earlier in the day. All in all, it was a resounding day for the Virgin Islanders in the fleet.

"A bunch of guys-Anthony Kotoun and Cy Thompson-were from my hometown (of St. Thomas)," said Canfield. "So that kind of rekindled a flame. I grew up sailing with Cy, and went to school with him. So it was cool to sail in the finals together with my best buddy. There were just a lot of good guys out there. And the conditions were very unique (in Simpson Bay). You've got the mountain that the wind drops down off of so it's very shifty and squirrely. You have to make the best of the situation when you're behind and keep fighting because there are always lanes for passing."

Perhaps that's true, but rarely, if ever, was Canfield seriously behind. Looking ahead, he has plans for both his \$5,000 check, and his future. "We'll have a pretty good night tonight," he said, "and hopefully we'll be back next year."


Maybe then Canfield will actually lose a race in the Budget Marine Match Racing Cup. But as he proved on the racecourse, you might not wish to bet against him. 



PHOTO: OCEANMEDIA

Victory Salute (from left): Richard Clarke, Taylor Canfield and Mark Plaxton

BUDGET MARINE SPICE ISLAND BILLFISH TOURNAMENT

EXILE TOP BOAT – SCHARF TOP ANGLER

BY CAROL M. BAREUTHER



PHOTO: GARY CLIFFORD

Exile – worthy winners of the Budget Marine Spice Island Billfish Tournament

Hard work and the skill to catch almost every fish that bit earned the team aboard the 45ft *Hatteras*, *Exile*, the top boat prize in the Budget Marine Spice Island Billfish Tournament (BMSIBT), held January 23rd to 26th out of the Grenada Yacht Club. “We caught a total of six sailfish and one white marlin,” explains *Exile*’s New Jersey, USA-based owner and one of its anglers, Dr. Frank Pettisani. “We only missed one sail in four days of fishing and caught all the rest.”

Fifty boats and 255 anglers competed in the 44th edition of the BMSIBT. This marks the fourth year in a row the event welcomed over 50 boats, making this one of the largest fishing tournaments in the Southern Caribbean.

“Grenada has a great reputation for excellent big game fishing,” says Pettisani. “What really attracted me was the shot at multiple species of billfish – blue marlin, white marlin, sailfish and especially the chance at a spearfish.”

Exile paraded out through St. George’s Carenage with the rest of the fleet in the tournament’s traditional Bimini start marked by the firing of a cannon. They headed 17 miles offshore to an area known locally as the ‘hump’ or ‘button’.

“We realized there were many places to catch fish and the majority of the fishing was better inshore at the 3,000ft contour,” Pettisani explains. “But, with our particular program of fishing, we wanted to target the edges of that offshore structure.”

Exile enjoyed a fantastic first day—releasing three sailfish out of five bites—to finish third in the standings. Meanwhile, *Wahoo*, from Trinidad & Tobago, took an early lead with two blue marlin releases, while *ZuZu*, out of Grenada, released three sailfish for second place based on time of catches. Junior angler Brian Williams enjoyed a fantastic birthday present by catching one of these sailfish off *ZuZu*, which ultimately won him the Top Junior prize.

Day two, the fishing was slower aboard *Exile*, yet the team's catch moved them up to second place on the scoreboard by day's end. "We caught a sailfish after a few hours of fishing and did not have another bite till late in the day when we caught another sail to give us two," explains Pettisani.

Gud Tym, from Trinidad & Tobago, the tournament's 2011 Top Boat winner, enjoyed an awesome day. They jumped into first place with the catch and release of a blue marlin, white marlin and two sailfish to win the Grand Slam Prize.

Day two, the fishing was slower aboard *Exile*, yet the team's catch moved them up to second place on the scoreboard by day's end.

The third and final day of fishing started with an early morning sailfish release for *Exile*. "We didn't have another bite until almost lines out," says Pettisani. "That's when a white marlin came up on the long rigger and my angling partner, Spencer Scharf, was able to hook and hold it for our last release."

Not only did *Exile* win Top Boat, but Scharf's catch and release of four sailfish and one white marlin earned him Top Angler.

Real Extreme, from St. Lucia, released two blue marlins and finished the tournament in third place overall, while *Gud Tyme* ended second.

In total, the fleet released 25 blue marlin, eight white marlin, 43 sailfish, plus 12 dolphin (mahi-mahi), 11 tuna and eight wahoo.

"*Exile* fishes year-round in tournaments throughout the Caribbean Islands," says Pettisani. "We are always looking for team members to join us. If anyone is interested in tournament fishing, please have them email *Exile* Sportfishing at dcov@comcast.net."

For full results, visit: www.sibtgrenada.com



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



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CATAMARAN OR MONOHULL?

CRUISING CATAMARAN
SAILOR LIESBET COLLAERT
LOOKS AT THE PROS
AND CONS

PHOTO COURTESY OF S/V CINDY'S ISLAND

Irie under full sail in the Bahamas, where her shallow draft came in handy

Catamaran or monohull? It's a hot discussion amongst cruisers. Just like those other considerations: Sailboat or power boat? Water maker or not? Solar panels, wind generator, gas generator or all three? Around Cape Horn or through the Panama Canal? It's all a matter of preference. Boat owners will defend their choice and have many viable reasons why a cat is better than a mono or vice versa. Of course, your own boat is the best one out there and you wouldn't want anything else, right? Or is that a tad subjective?

My husband Mark and I used to own a 36-foot monohull. It was an Islander Freeport and we were located in San Francisco where we spent eight months getting her fixed up and ready to go cruising. She felt homey, had loads of storage space, decent water and fuel capacity, and we could stock up on food, drinks and dog food until we ran out of money. She was as dog friendly as a monohull could be, with three big steps down into the saloon, a flip down transom for easy dinghy access and life line netting. But, she heeled, as monohulls do, and rolled in less than flat anchorages. Everything had to be stowed securely before leaving port, getting to the engine under the floor boards was a pain, she was quite heavy and sluggish and with her long keel, had a hard time going in reverse. Three days into our big adventure south, we put her up for sale.

That brings us to the characteristics of a catamaran. They used to be very expensive and they still cost more than comparably sized monohulls, but the prices have dropped some and they are more available. They have become popular, especially the ones over 40-feet, which have more conveniences and larger tanks than their little sisters. I can't speak for those comfy giants; we have a 35-foot Fountaine Pajot catamaran, which fits into the lower end cost and length wise. But we love her for obvious, and less obvious, reasons and she has been our floating home and transport towards adventure since June 2007.

Some of the better known advantages and attractions of a catamaran are its speed, light weight, shallow draft,



Our two Australian Shepherd dogs Darwin and Kali spent the last years of their life in happiness on a 'stable' Irie

PHOTO: LIESBET COLLAERT



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The saloon of a 35-foot Fountaine Pajot catamaran offers plenty of convenience and space



Even heading 'up wind' a catamaran stays flat and comfortable


PHOTO: LIESBET COLLAERT

PHOTO: MARK KILTY

spaciousness (cockpit, saloon and foredeck) and stability – or should I say 'stableness'. No more heeling, indeed, and easier cooking and sleeping! The rumor goes that you can put a beer or a cocktail on the table and it won't move ... Which is true most of the time, especially at anchor, but a catamaran is not immune to big ocean waves or annoying wake. We do have a lot of space but, because of weight considerations, we can't fill it all like on a monohull. Heavy cats – especially when the weight is forward in the bows (to be avoided) – are no fun to sail and might even become dangerous in heavy weather. But we can buy a lot of paper towels and potato chips!

Plenty of outside light enters the saloon and the separate rooms through the big windows, port holes and hatches. The two hulls offer the option for some privacy

and alone time when required. Then there are two engines. Advantage or not? With twice the maintenance and the cost for parts, we still see our twin engines as a positive attribute. Maneuvering – especially while docking – is very easy and we always have another engine to compare it to when something breaks or doesn't work properly. In emergencies, we could even get away using one engine. It's good to have a 'spare'.

What is better: a catamaran or a monohull? As with many things in life, I would not call one better than the other. I call them 'different'. The choice is personal and depends on what people want in a boat and a cruising life. Another reason we traded the monohull for a catamaran was our dogs. They could not get used to the heeling of the boat and were miserable. So we bought a cat to have happy dogs and some great years of cruising in the Caribbean on *Irie* followed. The fact that I am less seasick is an added bonus! 

Liesbet Collaert is a freelance writer from Belgium. She and her American husband Mark have been cruising on Irie for almost six years. They recently left the Caribbean and are heading west for new adventures in the South Pacific. Visit her blog at: www.itsirie.com

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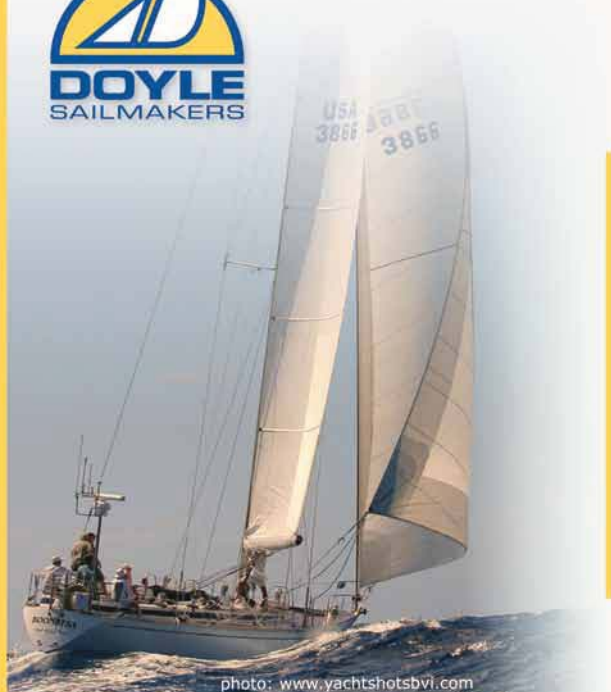


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LIVING THE DREAM

CALIFORNIA COUPLE SHOW HOW TO SUCCESSFULLY SET UP A CARIBBEAN CREWED CHARTER OPERATION

BY CAROL M. BAREUTHER



Chef Micheale Zazo

It wasn't pie in the sky, but a 'foot firmly planted on the ground' plan that enabled Michael 'Hank' Hampton and Micheale Zazo to give up their land-based life, buy a beautiful yacht, and embark on a successful career in St. Thomas' famous crewed yacht industry. The couple's careful planning is an instructive story for others who would like to follow in their path.

Hampton, former franchise operations director for Red Robin, and Zazo, a Certified Sommelier with a passion for wine and fine dining, met through mutual friends in California. On their first date they flew to Chicago for a Jimmy Buffett concert. Little did they know that seven years later they would live a Buffett-lifestyle in the Caribbean. Once home, the two cast off on day and overnight trips aboard Beneteau 465s they chartered as members of a yacht club in San Diego. This gave way to a weeklong bareboat vacation in the BVI.

"We started talking about chartering on that first trip to the BVI," Hampton explains. "We met folks who had chartered for ten years and talked with them. Moving from the corporate world to entrepreneur was a huge jump for both of us. We found there's a wealth of information and a willingness to help and enjoyed the mentorship of others already in the industry."

The couple originally thought they'd wait 10 to 15 years to charter. Then they realized that they were in the prime of life, both had successful careers, and a deep desire to do something out of the box. It was time to follow their passion. They laid out a strategic plan. First, they lived more simply and ultimately sold

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At left: Only food made with the freshest ingredients are served aboard *Feel the Magic*. At right: Micheale is a Certified Sommelier with a passion for wine. In this photo, husband Michael helps with the selection

off many of their belongings including their beach community home. They used annual vacations to test out a variety of cruising grounds. They bareboated in the Abacos as well as in St. Maarten, St. Barths, Antigua, Saba, Grenada and St. Vincent and the Grenadines. These trips served two other purposes: To experiment with menus and daily itineraries with friends and family and to test out different makes and models of yachts. This gave them a realistic idea of where they would base, how Zazo would provision and prepare her signature food and wine matched meals, and the best vessel to fit their needs.

"We wanted a catamaran for the space and for what our business is all about: entertainment and hospitality," says Hampton. "The Voyage 500 is a stable platform, it has five cabins, so we can do eight-pack charters in the BVI, and is big enough to hold all of our water toys, which include a 15-foot Caribe with 70 HP engine, wake board, surf board, knee board, tube, two SUPs and a kayak. What's more, it has lots of galley space and two drop-down freezers, which makes Micheale very happy."

Zazo adds, "My goal was to create a fine dining experience with food and wine pairing and all with a Caribbean backdrop. It's part of our budget, one of our niches, to have a wine program to complement the food. I love entertaining."

The couple bought *Feel the Magic* in June of 2012 and arrived in St. Thomas three months later. Yet, it was in

the beginning of 2012, as soon as the purchase agreement on the yacht was signed, that they established themselves with a clearinghouse, introduced themselves to brokers and started to get charter offers for the Christmas and New Year holidays. During the two months before the St. Thomas Charter Yacht Show, in November, Hampton made non-stop improvements to the yacht such as installing a new water-maker, and Zazo met with wine purveyors and located where she could purchase the freshest, tastiest ingredients.

"We both had butterflies in our stomach at that first boat show," Hampton says. "It was like being interviewed for a job 60 times."

The process paid off as *Feel the Magic* is now booked until the beginning of August.

"We both came at this with hospitality backgrounds and with a business model in mind," Zazo explains of the couple's success. "It's hard work, but very rewarding. We love the lifestyle and the chance to guide our guests and show them what we fell in love with."

For more information about *Feel the Magic*, visit: www.ftmcharters.com



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

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TWO THOUSAND MILES TO BRAZIL: PART 2

BY THOMAS TANGVALD



Thomas and his trusty lookout say farewell to Dominica

In part one of this amazing sailing adventure, Thomas and his young family buy a traditional Puerto Rican fishing vessel and set sail through the Caribbean Islands heading south. The race is on to reach Brazil before Thomas' wife, Christina, gives birth to their second child. But first they must deal with a haul out and an angry customs official who threatens to seize their boat – Ed

The big day arrived in October when we sailed out of Guayama, Puerto Rico, to Salinas, then on to Naguabo and back to our house in Vieques, where we did a final sort through of what was really important and worth taking with us all the way to Brazil, and what should just be given away.

On the beat from Vieques to St Thomas, the wind blew strong during the night, and I had yet to make the reef

points, so my only option was to sail under jib alone, which is not very good as it puts undue pressure on the jib and rig. So the first thing in St Thomas was a visit to Dietrich's sail loft on Hassel Island where he did a really great job putting in three deep reef points in both the jib and the mainsail.

As we were racing the clock, or rather, the fetus, to Brazil, there was still plenty of things unfinished on the boat. Each time we stopped for more than a few days, I would pull out my tools and try and scratch as many things off the list as possible.

On to Jost Van Dyke, where years before I had courted my wife. Here we stayed a few weeks taking on a number of small jobs and building another dinghy. I sailed to Tortola to investigate my haul out and work options there, but the yard manager was ill and the yard was closed, so I sailed back to exclusive St. John, looking for work and to get

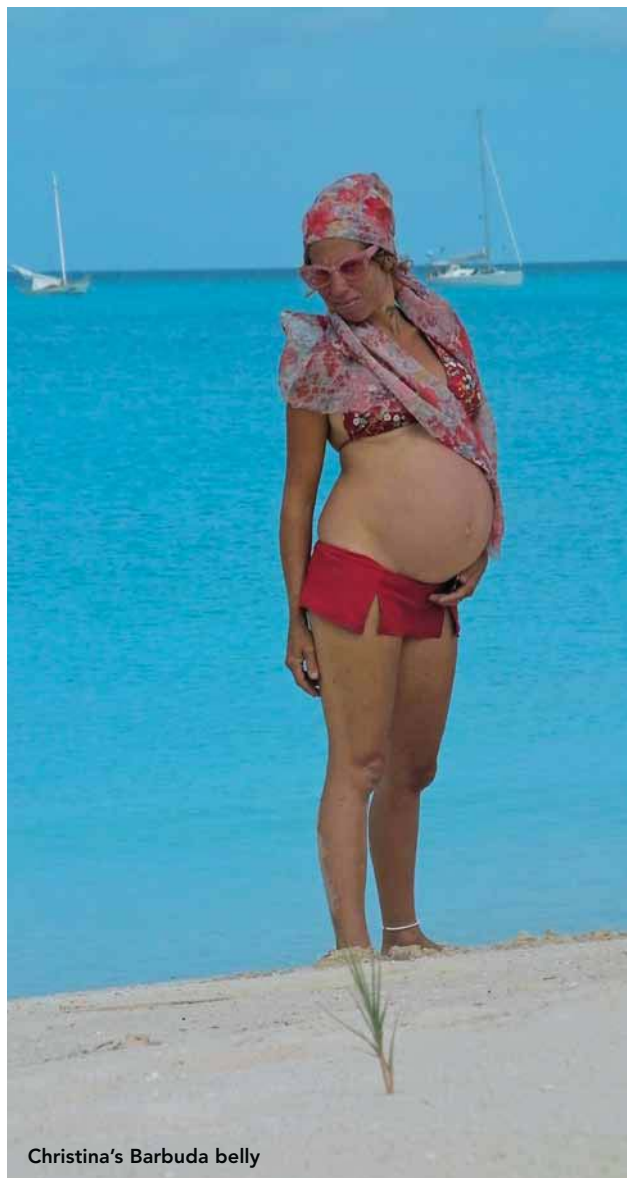


some more crucial tasks done on board. Customs in St John threatened to confiscate my boat for not having numbers.

"But it was built on the beach and is engineless! It's just a big sailing dinghy, really," I protested.

He was not impressed.

Time was closing in, it was already late January. We left St. John with low dark clouds menacing. Sure enough, the wind got fierce, and the boat started leaking quite a bit, so I turned back, but just to a deserted little cove on the south side of St John. I was in no mood to lose miles to windward, nor for that matter to revisit the charming customs man. In order to fix the leak I swung the boom out the port side and hung full jerry cans, anchors and other weights to heel the boat over till the leak was just out of the water on the starboard side. Some trusty PC 11 jammed in the seam did the trick, at least good enough till I hauled out.



Christina's Barbuda belly

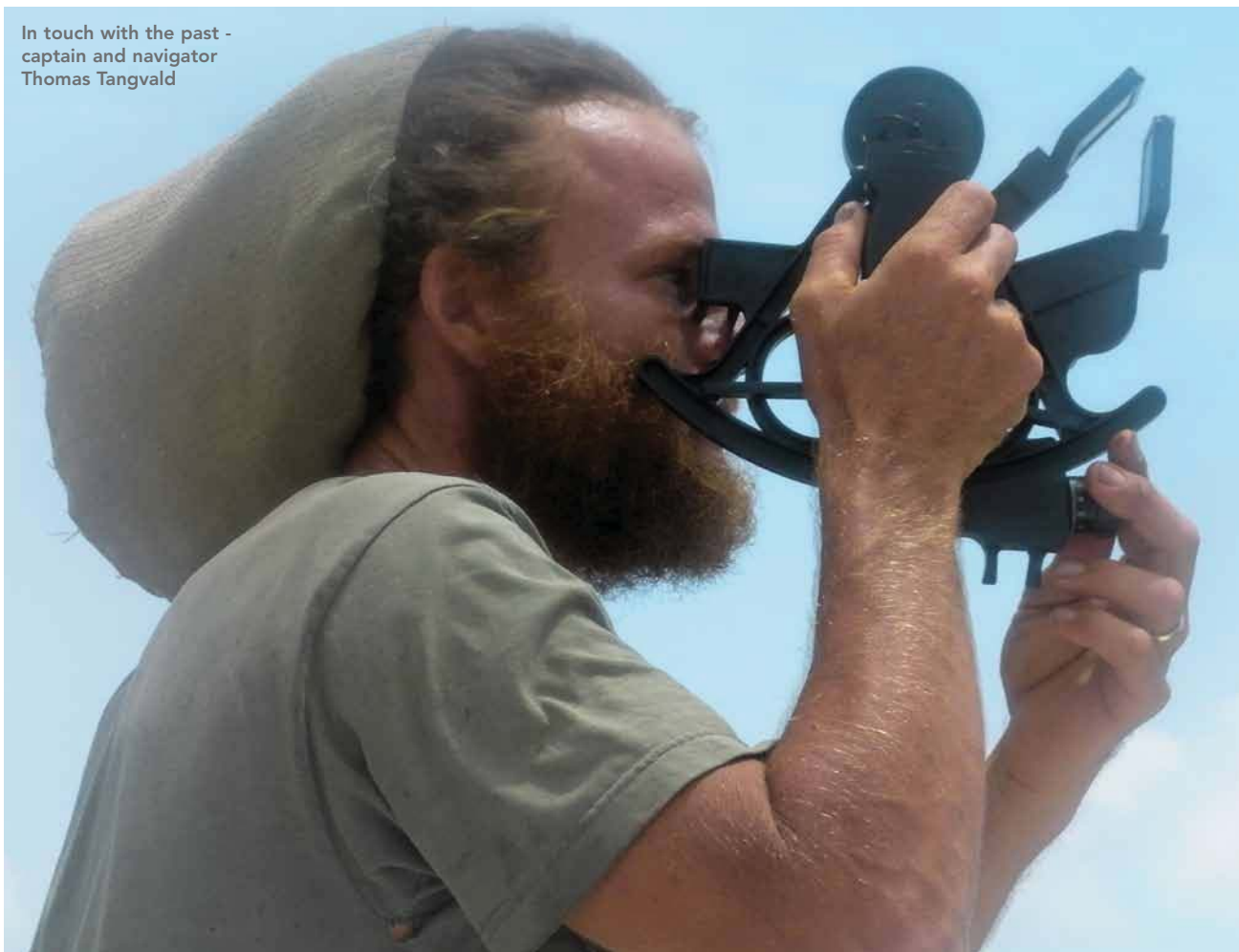
The Anegada Passage lived up to its reputation, especially now in the winter months, as the Atlantic Ocean collides with the Caribbean Sea and raises a mean, short and confused sea.

One wave in particular smacked against the bow with such force the entire boat shook from end to end and all sorts of apparently well stored items below were dislodged and sent scattering fore and aft. I sailed slowly, on purpose, to lessen the wear and tear on ship and crew. Christina was catatonic with sea sickness, wedged in our bunk the whole way to St. Martin.

St. Martin has long been a favorite of mine with its blend of the liberal but efficient Dutch and the laidback French cultures existing side by side. The rest of the family enjoyed it here too; such a big change from just a few islands downwind. Christina was blown away by the French pastry shops. We

Two Thousand Miles to Brazil: Part 2

In touch with the past -
captain and navigator
Thomas Tangvald



had to go to the end of the airport runway so Gaston could watch the jumbos practically give everyone a haircut upon landing, and then sandblast everyone when they take off. I suspect the pilots get a little kick out of it too and hold the brakes for just a little longer than necessary. Gaston found that exhilarating and terrifying at the same time.

I very quickly found work on the luxury yachts, which allowed me to get the money needed for the much anticipated haul out. Since I have internal ballast, before hauling I had to remove the 5500kg of lead so as not to put unnecessary stress on the hull, as well as to thoroughly inspect and clean out the bilge. Three weeks on the hard at Time Out Boat Yard—and two gallons of the most toxic bottom paint money can buy, later—and we were back in the water.

We met a friendly couple on another sailboat, which came from British Guyana, and they told us all about how nice a place it is and how cheap it is to live there. They told us they lived on the Essequibo River and would help us find land, almost for free. When my wife realized it was only half as far as Brazil, she kept urging me to go there instead.

I mumbled “we’ll see” as the vaguest possible answer to those unwelcome comments. Christina is a sport, but she had only ever done daysails with me, and she was not doing well on these longer trips.

By now it was end of March and I was really starting to stress. I did some last minute work on the boat and then we went to the bulk food market and bought enough food to last us a couple of months at sea. And we were off! Or were we?

During the night, the seas got impressively tall and I put three reefs in the mainsail and two in the jib. About 02:00 I could see a loom to the southeast and calculated it must be Barbuda. I decided we would take a breather there, so I continued sailing on the port tack until I could feel the bottom with the lead line, then tacked without passing the jib, so the boat lay hove-to, safely awaiting the dawn to sail into Barbuda, which is littered with coral reefs just under the surface. The water was stunningly clear, but there was no way to get ashore for a walkabout what with the enormous crashing surf due to the high swell.

Once the cold front had blown through, we had a



Oasis is hauled ashore for antifouling



A bilge full of victuals

thrillingly fast reach down to Antigua. We raced another sailboat, neck and neck the whole way.

From Antigua we sailed to Dominica, where there is a charming market and we could refresh our stores of fresh victuals. Here, the harbor is wide open and I was able to check the accuracy of my sun sights. I got an error of half a mile, which I find is quite acceptable.

Finally, on the 9th of April we upped anchor and this time I would not be stopping anywhere further south, as my angle was bad enough already. I sailed around the North end of Dominica, the sun beating down hard on the azure seas and we watched as the lush mountains of Dominica slowly faded away in the distance.

I put out the trolling line with a fancy lure and a bungee cord setup which had been carefully explained to me by another cruiser, and which he claimed worked very well.

The weather, now being slightly further south, was better, just out of reach of the cold fronts and their stronger winds and harsher seas.

I kept the Oasis close hauled on the port tack, almost always, unless sufficiently headed by a shift in the wind to

the south, in which case I would tack. Invariably this would not last very long till the wind went back to the east and then I would fall back onto port tack. The boat sailed along very well to windward with the tiller tied and the sails adjusted correctly. I tried to allow the Oasis to go as fast as possible without pitching too violently. If the waves got too steep I would take in some more sail to slow her down a bit. Generally we would make between 170 and 120 miles per day through the water. Even so, Christina could not cook, which is normally her responsibility onboard, and every so often I would hear groans of despair and complaints emanating from the aft cabin. I was de-facto singlehanding.

When we were passing Martinique, just two days after leaving Dominica, I reluctantly agreed to Christina's request to go to British Guyana, which would be much quicker than sailing to Brazil.



Next month! In the final part of this three part series, Thomas Tangvald and his family make landfall, but is it British Guyana?

SERIOUS SAILING – SERIOUS FUN

PHOTOGRAPHY BY OCEANMEDIA

With the famous catchphrase 'Serious Fun' emblazoned on everything from t-shirts to massive banners adorning Princes Juliana International Airport, the 33rd St. Maarten Heineken Regatta lived up to its reputation with sparkling sailing and round after round of eye-popping parties!





Sint Maarten Heineken Regatta coverage coming in May ...

BIENNIAL PINEAPPLE CUP – MONTEGO BAY RACE

SHOCKWAVE MAKES CLEAN SWEEP

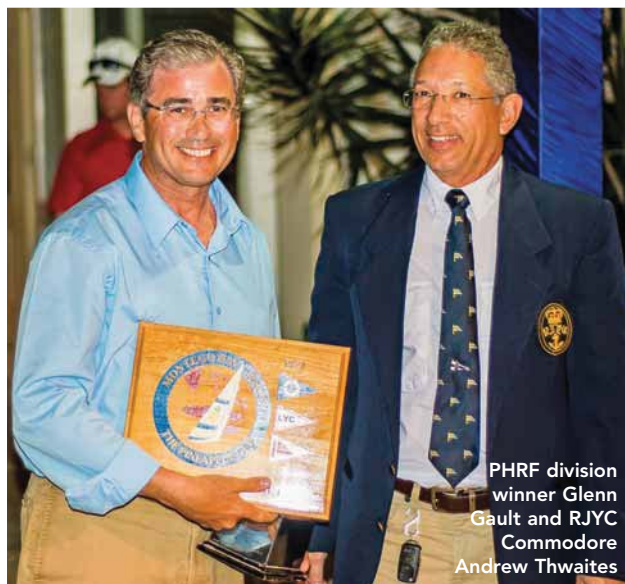
*Shockwave – winner of
the Pineapple Cup –
Montego Bay Race 2013*

PHOTO: KIRSTEN FERGUSON



After a relatively mellow light-air start, George Sakellaris' 72ft Reichel Pugh *Shockwave* eventually enjoyed double-digit reaching conditions to become first-to-finish, first in IRC division and first overall at the 31st biennial Pineapple Cup – Montego Bay Race presented by Appleton Estate Jamaica Rum. The 811 nautical mile ocean race started on February 8th at Florida's Port Everglades, sending the fleet of ten boats—sailing in IRC and PHRF divisions—on a challenging all-points-of-sail course to Montego Bay, Jamaica. *Shockwave* crossed the finish line with an elapsed time of 2d 11h 23m 02s, just short of the current race record that was set in 2005 by *Titan 12*.

"This was a true team effort for the *Shockwave* crew that George Sakellaris and his captain Reggie Cole have



PHRF division
winner Glenn
Gault and RJYC
Commodore
Andrew Thwaites

PHOTO: SUKIMACPHOTO.COM

spent two years assembling," said *Shockwave's* tactician Robbie Doyle.

Doyle said there were two different theories regarding the expected weather for the race. "One was that it would be light at the start but very solid the rest of the way to Jamaica," said Doyle. "Knowing *Shockwave's* capabilities, we definitely were thinking that beating the record set by *Titan* was a possibility. The other forecast was for a light and variable breeze to carry on for the first 12 hours of the race, and that proved to be the case. Nevertheless, we were able to recover from that and still had a good shot at the record but fell 58 minutes short."

Doyle added that a conservative start on starboard tack at the pin end allowed them some southerly distance before jumping into the northerly heading Gulf Stream. They sailed until they ran out of counter current and jibed to cross the stream to leeward of all but *IceFire*, the well regarded TP 52 entered by the U.S. Merchant Marine Academy Sailing Foundation (USMMASF).

"Events such as this weave richness and fullness into the fabric of our lives. Recollections of these times will put a smile on this old man's face for many years to come, God willing."
— Dudley Baringer

It was one long match race for *IceFire* and another TP 52, Bryon Ehrhart's *Lucky*, but *IceFire* prevailed, beating *Lucky* by a little over two hours and taking second place on corrected time in IRC Division.

"We were close to *Lucky* the entire time and it was great sailing because we were perfectly matched," said *IceFire* crew member Jesse Fielding, adding that his team, headed by Ralf Steiz president of the USMMASF, was promoting All American Ocean Racing, a new program that prepares sailors, age 30 and under, for offshore racing.

In PHRF division, Glenn Gault's J/120 *Rebecca* won on corrected time. Tom Slade's Santa Cruz 52 *Renegade* took second, while Michael Hennessy's Class 40 *Dragon* finished third.

"Events such as this weave richness and fullness into the fabric of our lives," said *Renegade* crew member Dudley Baringer. "Recollections of these times will put a smile on this old man's face for many years to come, God willing."

After this year's finish, sailors were treated to a week of fun with cocktail parties every night, steel bands, limbo dancing and other memorable displays and competitions, ending with a dinner, dance and prize giving ceremony on Friday, February 15.

For full results, visit: <http://www.montegobayrace.com> ☺



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DISABLED VETS GET NEW LEASE ON LIFE THROUGH SCUBA

STORY BY CAROL M. BAREUTHER
PHOTOGRAPHY BY SUDS DIVING, INC.



Scuba diving has been a window to another world for Dennis Cline, a disabled Army veteran and Tennessee native who received his Advanced Open Water Diver certification in mid-February at Taino Divers, in Rincon, Puerto Rico. "Learning how to scuba dive put me in a more positive frame of mind," says Cline, who lost his left hand following an injury while deployed in the Middle East. "It's shown me that life isn't over. Now I'm looking forward to learning underwater photography and to diving when on vacation with my wife and children."

Cline is one of over 300 disabled veterans who has become scuba certified through Soldiers Undertaking Disabled Scuba or SUDS, a non-profit organization and chapter of Disabled Sports USA. The organization is based at Walter Reed National Military Medical Center in Bethesda, MD. The program was founded in February 2007 by John Thompson, an Army veteran himself who wanted to 'give back' and who had worked for many years as a dive instructor in the Caribbean and at Taino Divers back in 2000.

"I went to have lunch at Walter Reed one day with a



friend," Thompson tells. "It was my first time in a military hospital. I was amazed at all the young men and women and their horrific injuries. I wanted to get involved. Since I'm a water guy, I started volunteering in the aquatic therapy



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pool and soon thought that scuba could help these veterans in their re-hab. I talked with the chief physical therapist, who was a certified diver, and she agreed."

Veterans who want to participate in SUDS need to be compliant with medical and physical therapy appointments. They also need a prescription from their physician. Most are single or double amputees, some triple amputees, and others suffer from hearing loss, burn injuries or traumatic brain injury. Some start the SUDS program as soon as four months after being injured on the battlefield. Complete rehabilitation can take 18 months to two years. All initial pool training and academics take place in the Walter Reed pool. Then, the veterans are ready to go on a SUDS trip.

"We do six to eight big trips each year," Thompson says. "We'll go to Guantanamo in May, the Outer Banks off North Carolina in July, Curacao in September, Hawaii in October and the Turks & Caicos in December. In addition, I'll often bring a couple of guys down to Puerto Rico for one-on-one instruction during a few weeks in the winter."

Ten veterans, three dive instructors and one medical support person travel on the four-day five-night 'big' trips. Each day is planned with a purpose and involves training. For example, the first two days is when veterans receive their check out dives and certification. It's also a time when they may learn how to put a fin on a prosthetic foot or slide

from a wheelchair to a boat's transom and then into the sea. The second two days are for fun diving.

"We heard humpback whales sing," Cline tells of his trip to Puerto Rico in February. "How many people get to hear whales sing? We also saw reef sharks, moray eels and lion fish. It was incredible."

Results of the SUDS program have proved amazing.

"When there's been a serious injury, it can put you in a dark place," Thompson tells. "Learning to scuba dive helps these veterans not only physically, but emotionally. It gives them confidence and boosts self-esteem."

The SUDS program has also proven rewarding for those who assist with the program.

"To help facilitate the soldiers rehabilitation in such a positive way through scuba diving is the ultimate reward for me personally," explains Greg Carson, who owns Taino Divers. "Just seeing what these guys are going through with their injuries and how they have such a positive attitude gives you a big reality check! I feel very proud and humble to give back to them such a small sacrifice for them sacrificing their lives to give us our freedom!"



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

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SWEETHEARTS & MORE RACE OFF TORTOLA IN CLASSIC REGATTA

BY CAROL M. BAREUTHER



Seeing schooner crews wrestle with multiple sails while balanced on long bowsprits is like being in a time warp back to yesteryear. Yet this, plus the excitement of watching multiple classes of classics and all-comers, makes the BVI's West End Yacht Club's (WEYC) Sweethearts of the Caribbean Regatta, a one-of-a-kind event. In total, a fleet of 48 yachts came out for the 35th running of this February 16th -17th regatta.

The first day a fleet of four schooners and a dozen single-handers made short work of the 14-mile course from Nanny Cay and out around Peter, Pelican and Flanagan Islands in winds gusting to 26 knots. John Hayes' 35ft Edlecat, *Wildfire*, took first prize in the single-handed class in the pursuit-style race.

"The weather was perfect for my little catamaran," says Hayes. "That, and the fact we fitted a new mainsail the week before, is what I'd credit with our win."

On day two, 18 classics and wannabe classics, followed by a fleet of five double-handed Sweetheart Couples' boats, raced the same course as the previous day. Although the breeze dropped to 15 to 18 knots, a wind shift just before the horn made for an interesting port-start situation. The 25 to 34ft classics managed to make a mix of port and starboard starts without incident. However, the 45 to 60-footers started ten minutes later and didn't see the shift. There was one tense moment when the newly re-launched S&S

52, *Mah Jong*, rocketed starboard off the start on the committee boat end while *Ginger*, a Morgan 461 built in 1980, found itself in a slow port tack position. Disaster was averted when *Mah Jong* astutely tacked and *Ginger* dipped behind *Mah Jong*'s stern just in the nick of time. In the end, *Ginger*'s luck held when she won the class.

"It's nice to race among other classics, rather than kissing the pack of racers goodbye after the start," says *Ginger*'s owner, Bruce Fletcher. "Our biggest handicap is that we're not allowed to spill the champagne during races. Yet, we have a captive crew with my wife and kids."

Sweethearts' was conceived as a unique schooner regatta. Along the way, as the schooners began to dwindle in number, other classes were added. Next year, says WEYC's Mike Kirk, "We may add an Optimist race for youth sailing—it's a Classic!"

The WEYC hosts a number of regattas annually. In addition to Sweethearts', the Club hosts the six-event Gosling's Regatta Series which starts in May with Foxy's Wooden & Classic Boat Race and concludes with the Dark'n Stormy Regatta in March. For information, Email: martin@sailsistership.com 

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



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BUDGET MARINE SECOND INTERLUX OPEN REGATTA

ANGUISH AND ECSTASY DIVIDES A HIGHLY COMPETITIVE FLEET

BY ROBERT LUCKOCK



Tight racing and fluky winds marked this year's Interlux Regatta

St. Maarten's infamous Simpson Bay Lagoon played host to Budget Marine's 2nd Interlux Open Regatta on February 2-3, its notoriously shifting breezes creating the usual havoc among a skilled fleet of one design sailors.

This is a series that sends a hero to zero in the blink of an eye or lifts an unassuming weekend sailor to the head of the fleet for an ecstatic moment of glory. Tacticians have an unenviable task of reading the water and predicting shifts against the whims of nature, but it's what makes this regatta challenging and appealing.

"No other island in the Caribbean has this same quality of one design sailing. We are ahead," bragged Budget Marine CEO Robbie Ferron at Sunday's prize giving.

Co-host Boca Marina Restaurant proved to be the ideal viewing platform to watch the action on the windward-leeward course, close up. A moderate breeze and sunny conditions greeted the 13 teams who rotated on eight Jeanneau Sunfast 20s over the weekend. Twelve races were sailed on Saturday and six on Sunday, the worst two of which could be discarded.

From the outset it was clear this would be another skirmish in the battle of the chandleries with Andrea Scarabelli's



Interlux Regatta winners Team Budget Marine/Gill (From left): Rene Edwards, Chris Marshall, and skipper Andrea Scarabelli at the prize giving

PHOTO: ROBERT LUCKOCK

li's Budget Marine/Gill team locking horns with Frits Bus's *Island Water World*. These two foes are never far apart, whether facing off in the Melges 24s or Sunfast 20s.

Notwithstanding the skills and consistency of the above, depth and talent prevailed in the lower ranks, creating an open, competitive field where B teams had realistic chances in this 'lottery' of a regatta. Every race was marked by extremely tight racing and nail-biting starts.

That said, Scarabelli's Team Budget Marine/Gill won the regatta after a late surge on Sunday to edge out overnight

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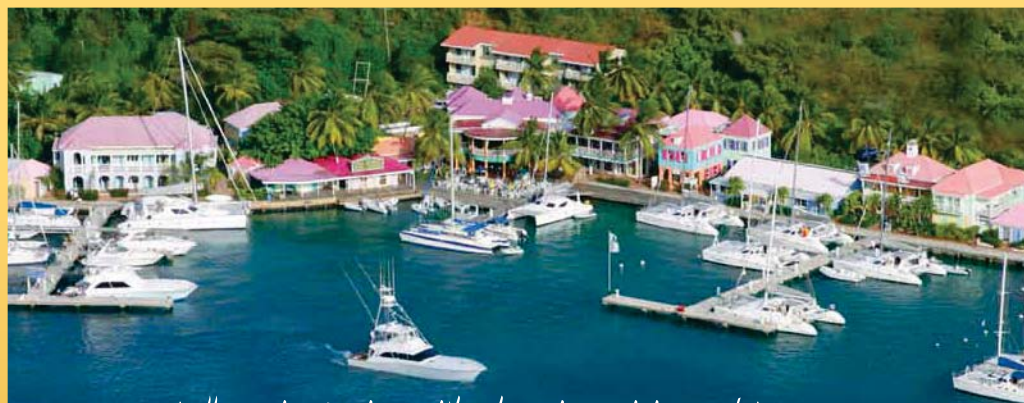
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leader Frits Bus's *Island Water World* who settled for second place, two points adrift.

Bus saw the writing was on the wall late Saturday afternoon, blaming the unpredictable shifts and the speed difference in the boats.

"The wind was more stable Saturday morning but in the afternoon it was more shifty, and even being on the faster boats the wind was coming from right and left," he said Sunday morning while awaiting his turn to go out. "We lost points there."

Jolyon Ferron helmed *North Sails St. Maarten* into third place, out sailing Robbie Ferron's *Pacifica Plus* in fourth, while Guy Taylor-Smith, a newcomer to the one design series, steered *AMCON 2* into fifth place, taking an impressive three bullets on Saturday and one on Sunday to boot. Roel ten Hoppen skippered *IWW 2* to finish sixth.

John Gifford on *AMCON 1* was pleased to win one race but neither he nor *Team Luc Knol*, who clinched three second places and one third, could get a handle on the conditions and ended up tied on points, finishing in eighth and ninth places respectively.

The wildly fluctuating shifts had Assistant Race Officer Andrew Rapley frequently scuttling out in a dinghy to adjust the course.

"I virtually had to go out every race. Between the last two races we moved the course around 30 to 40 degrees," said Andrew. "But the sailors were very sporting about it. They know there's not much you can do, yet the camaraderie has been fantastic."

Race Officer Laurey-Ann Findlay agreed laying the course was very challenging.

"Luckily Andrew was so good at it that every race was fairly sailed," she added. "Not a lot of over early starts but really good starts ... everyone on the line just before the flag went down. Tremendous."

For organiser Cary Byerley, the highlight was the participation of the Beckmann family from Mexico who participated in every race with their two little boys, aged four and five. They finished in seventh place overall. Carlos Beckman, a Laser sailor of repute, relocated with his family to St. Maarten from Miami last August.

"For such young children to be so involved for the whole regatta duration and so well behaved, I find it amazing," remarked Cary who presented prizes to the two boys. "If they continue, they will be ones to watch."

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

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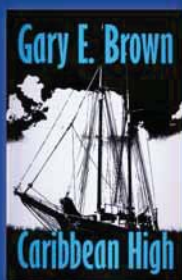
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SAINT BARTH FUN CUP

ANTOINE QUESTEL LOCAL
CHAMPION

BY ELLEN LAMPERT-GREAUX



The second annual Saint Barth
Fun Cup was held the first
weekend in February 2013

PHOTO: ROSEMOND GREAU

Windsurfing was in the spotlight during the second annual edition of the Saint Barth Fun Cup, held on the weekend of February 1st-3rd. The participation of Dutchman Bjorn Dunkerbeck, who has 41 world championship titles to his credit, added to the excitement! Would the Dutch champion beat everyone else by a mile?

With light winds of 12-18 knots, five races were held over Friday and Saturday, however, Sunday's schedule was cancelled when even lighter winds made racing impossible.

Race organizer Antoine Questel, Saint Barth's native son who won his first French national title in November, proved his mettle, winning the first four of the five races. In the final race, Dunkerbeck fought back and went on to win, squashing Questel's chances of a clean sweep.

"My excellent preparation leading up to this event helped me win even against some pretty strong competition," says Questel, who took first place overall, with Dunkerbeck coming in second, and Taty Frans placing third.

The third annual Saint Barth Fun Cup is scheduled for January 31st-February 2nd 2014. For additional information, visit: saintbarthfuncup.com

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.

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VICTORIES FOR *ELETHEA* AND THE TEENAGE CREW OF *DIGICEL CHALLENGER*

PHOTO: JODY SALLONS-DAY WWW.LEADINGIMAGE.ORG



Digicel Challenger – winners of CSA Racing Class

The young crew of Cork 1720 *Digicel Challenger* celebrated their victory at the beach party prize giving after their overall win in the Racing Division in the Jolly Harbour Valentine's Regatta sailed February 7th – 10th in Antigua. "This is a great victory for us," said helmsman Bob Green. "The guys have worked so hard, training after school to prepare for this event."

In the cruising division Rick Gormley and his crew on the First 38 *Elethea* also celebrated their win. "I've done this event for 13 years and in fact the Jolly Harbour Valentine's Regatta is the reason I came to live in Antigua," Gormley said.

The Multihull Class was the first race to start on the final day. John Westgarth-Pratt's *Ascension*, a Fontain-Pajot 36 Mahé, and Bill Clifton's *Catana 43, Four Winds*, came off the line only inches apart and enjoyed close racing before *Four Winds* finally claimed victory. Their 17 mile course, set to suit their size and handling, included 13 marks and took them up to the harbour entrance of Antigua's capital, St John's for some challenging maneuvers. "The long legs of

Elethea – CSA Cruising Class winners

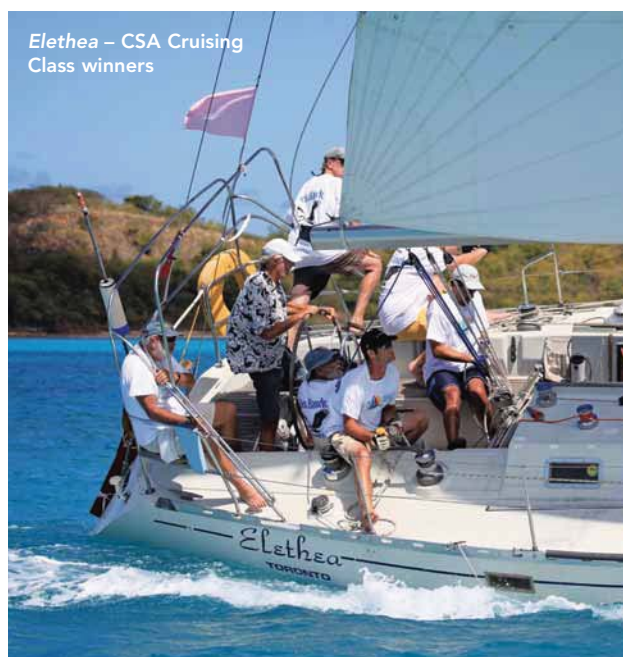


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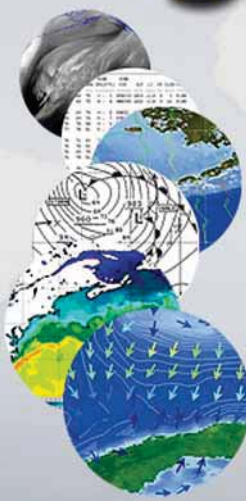
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the course suited us really well," said Westgarth-Pratt. "It was a great sail for us up to St John's and then we flew back with the spinnaker."

For the other two classes, Cruising and Spinnaker, the last day consisted of two races with starts outside the entrance to Jolly Harbour and a first windward leg into the shore and back to Five Islands. From there a series of windward/lee-ward legs took the fleet northwards.

Racing was exceptionally close. Stephen Carson and his crew on *Hightide* were sniffing victory as they came bounding back from a sluggish start to the event and finished the regatta only one point adrift of *Digicel Challenger's* winning score. Geoffrey Pidduck's Six-Metre *Biwi Magic* experienced a minor drama when she dragged Jolly, the first windward mark, downwind as she attempted to round. One competitor observed: "A couple of boats are saying a very big thank you to Mr. Pidduck for moving the mark to their advantage!"

In the cruising division only three points separated second, third and fourth position: Don Ward's *Frolic*, Festus Isaac's *Chardonnay*, and Robbie Ferron's *Springtide*, respectively.

The regatta wasn't just for the keelboats. The celebration was joined by a dozen Laser Pico dinghies provided by Antigua National Sailing Academy, which completed six races off Jolly Harbour beach. Winning all but one race was 11-year old Antiguan youth sailor Rocco Falcone who is already an emerging star at championship level. But it was the consistency of Bea Shrewsbury that took the championship.

The three-day Jolly Harbour Valentine's Regatta ended as it began, in perfect conditions of 12-14 knots and flat turquoise seas.

Chairman of the Regatta Organizing Committee Kathy Lammers summed up the event. "We've seen a wonderful celebration of the regatta's 20th anniversary. We've had excellent conditions and such great participation from a wide variety of yachts, both those based in Antigua, and others who are passing through."

Prizes were presented by Antigua and Barbuda Minister of Tourism, the Hon. John Maginley at the closing Rum on the Beach party at Castaways Beach Bar.

Alison Sly-Adams, Marketing and Sponsorship Director for the Jolly Harbour Valentine's Regatta and Rum Festival, described the ethos of the event. "We are delighted with the reaction to the entire event from sailors, partygoers and sponsors. This was the first year of the Rum Festival and we have been able to really assess the potential of the event. Our rum sponsors have given us fantastic support with their displays and bars."

For full results, visit: https://regattaguru.com/valentines/minisite?series_id=2#Results;class_id=6



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Image by Lucy Tulloch

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GRENADA SAILING FESTIVAL WORKBOAT REGATTA

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BY CONNIE MARTIN



PHOTO: TRUE BLUE BAY BOUTIQUE RESORT

The crowd goes wild as Woburn's Alan Noel and his crew from *Trouble* bring home the 'Skipper of the Year' title for first time in 20 years!

With Caribbean-style racing and a beach-party vibe, the Workboat Regatta in Grenada always packs a lot of fun and excitement into one weekend of racing. But the partying was revved up even higher this year as its 20th anniversary and a record-breaking win gave double the reason to celebrate.

It all starts with small wooden workboats. They're island-built, bamboo-rigged, modeled after Grenada's original fishing boats, and are a strong reminder of Grenada's heri-

tage in fishing and boat building.

"Grenada's Workboat Regatta is a unique 'National Treasure' that showcases the sailing heritage of Grenada and sister islands Carriacou & Petite Martinique," says Sarah Baker, Event Coordinator. "It's an integral part of the culture here, and has become an annual focal point for the island's sailing communities, for all Grenadians, and for overseas visitors who plan their vacations just to be here in February for this great local sailing event."

The races themselves are a pleasure to watch, and quite unlike your typical yacht races. Race starts are lively with boats dragged into the water; rudders attached, and sand-bag ballast added. Crew must then battle wind and waves to keep their boats in position until a Le Mans-style start has skippers racing in, scrambling onboard, and they're off. There are splashes, sometimes crashes, and always rum shots at the end.

But it's not all just racing. The local food and drink, games and giveaways, music, hordes of people, and non-stop party atmosphere provides plenty of action on both water and beach, and the perfect opportunity to soak up some genuine Grenada culture.

This year's regatta had 25 boats from the communities of Gouyave, Grand Mal, Sauteurs, Woburn, and sister island Petite Martinique, fighting wind and rain, ripped sails and bumps, to determine top boats in each community. Competition was intense; every racer knowing that only the best make it to finals.


Following that, community boats were set aside and one-design Festival boats brought out for the National Team Match Races. The Junior Final was well matched, but in the end it was last year's champ, Gouyave, who placed first again, followed by Woburn and Petite Martinique. Woburn then started to turn up the heat, taking a solid first in the Senior Final, followed by Gouyave and Sauteurs.

But it was the final race for 'Skipper of the Year' that saw Woburn's Alan Noel and his crew from *Trouble* explode off the line and establish a lead which no one could take. Crossing the line with a solid first, they became the first Woburn crew—in 20 long years—to win the esteemed '2013 United Insurance Skipper of the Year' title and trophy.




PHOTO: CONNIE MARTIN


Even a day of rain didn't dampen the racing spirit as skippers madly dash to their boats at race start



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1. *Etieron* - Skipper Carlyle Joseph
2. *Sonic* - Skipper 'Kimron'
3. *Sky Red* - Skipper John George

Gouyave/Grand Mal Sloop

1. *Endeavour* - Skipper Andy DeRoche
2. *Reborn* - Skipper Kwesi Paul
3. *Swift* - Skipper Jahuld George

Petite Martinique

1. *Purple Blast* - Skipper Orlando Decoteau
2. *Elect* - Skipper Andre Lauia

Sauteurs

1. *No Retreat No Surrender* - Skipper Jason Charles
2. *La Diabliesse* - Skipper Kenton Olive
3. *Planass* - Skipper Marvin Jeremiah

Woburn

1. *Trouble* - Skipper Alan Noel
2. *Lion Heart* - Skipper Michael Joseph
3. *Unity* - Skipper Lennox Julien

NATIONAL TEAM SAILING MATCH RACES:

Junior Final

1. Team Gouyave - Skipper Kwesi Paul
2. Team Woburn - Skipper Shakeem Collins
3. Petite Martinique - Skipper Orlando Decoteau

Senior Final

1. Team Woburn - Skipper Michael McQueen
2. Team Gouyave - Skipper Israel Dharangit
3. Team Sauteurs - Skipper Bertrand Noel

2013 SKIPPER OF THE YEAR:

Alan Noel and his Woburn crew



PHOTO: STEVE BRETT

Racers 'hike out' while catching a bit of wind on the race course

"The plan's always been to win the big prize", says Alan Noel, Owner and Skipper of *Trouble*. "I had *Trouble* built in Petite Martinique so she'd be fastest and best. It took two years, but 2013 was our time to win!" And with a US\$1,000 cash prize, it was a big win indeed. "There's lots of action in Woburn now", continued Noel, "new young sailors and more boats being built, so we'll be back next year even stronger!"

Races finished for another year, the regatta wrapped up with DJ music and fireworks, and in the end, not only was the Workboat Regatta a great weekend of sailing and socializing, but also a wonderful celebration of Grenada's workboat heritage and a glimpse back into the seafaring days of old.

"The Workboat Regatta represents a significant part of our commitment to support the continued development of traditional sailing and boat-building in Grenada and its sister islands", concluded Baker. "We have exciting plans for the future and look forward to another 20 years of Grenada's Workboat Regatta."

For more information, visit: www.grenadasailingfestival.com



Connie Martin is a world traveler who's currently exploring the Island of Spice.

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INTERVIEW BY TEZ PLAVENIEKS
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Brian enjoys the breaking seas
courtesy of Hurricane Katrina

Enigmatic and colourful, Brian Talma is no shrinking violet when it comes to promoting his beloved Barbados and water sports.

With a call to arms of 'ACTION!' hollered at any available opportunity, Brian's enthusiasm and warm personality instantly rubs off.

A former professional windsurfer, with numerous trophies under his belt, Brian now spends most of his time promoting his Beach Culture Lifestyle.

The early years

When asked what attracted him to the ocean, Brian gives the credit to his dad.

"I was introduced to water sports by my father. Some of my earliest memories were of me on his back, catching



Cluff Beach - Big Wave Sailing

Without the influence of his dad, Brian says he would not have found his true calling and his life could have followed a different path.



waves. I was about six or seven at that time and it wasn't long after that I started body surfing."

Brian lived on the hill that overlooks the now well recognised Bajan surf breaks of Freights and South Point. It was here that he honed his surfing skills, before surfing in Barbados was cool.

Without the influence of his dad, Brian says he would not have found his true calling and his life could have followed a different path.

Bajan waterman

Nowadays Brian is one of the leading promoters of Caribbean water sports. In an age when the term 'waterman' is banded around wantonly, Brian is the real deal – practicing a host of different disciplines at a world class level.

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A call to action!

"I started surfing at age eight, windsurfing at 16, kitesurfing in 1999 and SUP in 2005," he says.

When asked which sport he would choose if it could only be one, he replies: "It would be windsurfing because it has allowed me to live this life, make a living, given me fantastic memories, allowed me to travel and connected me with some fabulous people – many of whom I now call friends.

"Windsurfing gives me the freedom I crave and the ability to express myself in the waves. I love windsurfing at the Action Beach, Silver Sands ... Action!"

Competition

As a world class ocean athlete, Brian was expected to compete from almost the very start of his career. This wasn't a problem for the Irie Man, as there is a fierce competitive streak that runs through his Bajan veins.

"I turned pro in '89 and competed on the Pro Windsurfing Tour until '04. From 2000 to '03 I was also on the Artificial Wave Tour, which banded together a whole host of top action sports athletes including multiple world surfing champion Kelly Slater and skateboarding mega star Tony Hawk.

"After learning to SUP, I started competing in this discipline. I did all the early world cup events, some of the Waterman League competitions and generally helped to promote the sport throughout Europe.

"There is so much water in the world and SUP is the perfect sport to make use of all of it!

When asked if he misses the hectic travel schedule he used to endure, he answers: "I loved the tour but life changes. I was away travelling for many years. I saw people come and go. You cannot do it forever."

Beach Culture

These days Brian's focus is his Beach Culture World Tour where he promotes the way of the waterman and beach lifestyle. This includes all the water sports mentioned but also music and art – the whole package.

In 2012, Brian took his Beach Culture World Tour to Guyana, Hawaii, Austria, New York and Germany.

"I started my Beach Culture Tour in 2002 and so far it's been amazingly successful. Back in the days of competing on the PWA I had to organise everything myself. Now it all gets done for me! I don't have to compete for money. I get paid to do what I love and get given a platform to promote this fantastic way of life."

Barbados

Brian is passionate about his homeland – Barbados. As much as he enjoys seeking out new places to indulge in his passions, he always loves to come back to what he knows best – home. It's a place where he feels he belongs. All his family are here and perfect conditions for his sports are everywhere.

Brian sums up his home, his life and everything he has achieved in one word – "ACTION!"



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



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CARIBBEAN MARINAS

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			Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet
Antigua	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	Clarks 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
Grenada	Le Phare Bleu Marina	473-444-2400	15'	120'	60	•	110/220/480		•	•	•	•	•	•	•	16	FREE
Grenada	Port Louis Marina	473-435-7431	14.76'	90m	170	•	110/208/220/230/240/ 400/480/630V	•			•	•	•	•	•	14	FREE
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 an IGY destination™	787 656 7300	14'	175'	158	•	120/208/240/408V; 2 & 3-phase 50, 100 and 200 amps		•	•	•	•	•	•	•	11/16	•
Puerto Rico	Puerto del Rey Marina	787-860-1000	15'	260'	1,000	•	120/208	Cable	•	•	•	•	•	•	•	16/71	•
Puerto Rico	Sunbay Marina	787-863-0313	12'	75'	287	•	110/220	Cable	•	•	•	•	•		•	16/12	•
St. Croix	Green Cay Marina at Tamarind Reef Resort	340-718-1453	8'	100'	154	•	110/220V - 30A, 50A, 200A	•	•	•	•	•		•	•	16	FREE
St. Croix	St. Croix Marine	340-773-0289	11'	150'	44	•	110/220	•	•	•	•	•	•	•	•	16/18	
St. Lucia	Rodney Bay Marina an IGY destination™	758-452-0324	15'	285'	253	•	480V 3 phase 100 amps/ leg; 220V 3 phase 100 amps/leg; 220V 50 amps; 110V 30 amps, 50 & 60hz	•	•	•	•	•	•	•	•	16	FREE
St. Lucia	The Marina at Marigot Bay	758-451-4275	16'	250'	40	•	110/220/380 50/60 Hz	Cable	•	•	•	•	•	•	•	16/12	•

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

OUTSIDE OF CARIBBEAN:

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

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CARIBBEAN BOATYARDS

ALL AT SEA'S CARIBBEAN BOATYARD GUIDE

		Latitude	Longitude	Phone Number	Maximum Draught	Maximum Length	Maximum Beam	Maximum Air Draft	Power Supply	Arrival Hours	Lift 1 Type / Capacity (Tons)	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facilities
Jolly Harbour, Antigua	Jolly Harbour Marina / Boat Yard	17 04 46.4 N	61 54 37.0 W	(268) 462-6041	10'	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 phase 100 amp	7am-6pm	70	•	•	•	•	•	•	•
Tortola, BVI	Soper's Hole	18° 23' 46" N	-64° 41' 53" W	(284) 495-3349	7'	65'	18' and 40'	no limit	110/220	8-5, Mon-Sat	45	•	•	•	•	•	•	•
Tortola, BVI	Tortola Yacht Services	18 25 N	64 37 W	(284)-494-2124	10'	68'	20'	no limit	220V, 50A, 110V, 30A	7-4, 7days	70	•	•	•	•	•	•	•
Virgin Gorda, BVI	Virgin Gorda Yacht Harbour	12° 01:00	61° 40:05	284-495-5318	10	150	34	no limit	110/120	6am-6pm	70	•	•	•	•	•	•	•
Curaçao	Curacao Marine	12' N	68' W	599 9 562-8000	9'	120'	33'	193	110/220 380	8am-5pm	40	•	•	•	•	•	•	•
Boca Chica, D.R.	Marina ZarPar	18 26.4 N	69 37.23 W	(809) 523-5858	7.5'	65'	28'	no limit	110/220 380	9am-5pm	70	•	•	•	•	•	•	•
La Romana, D.R.	IBC Shipyard	18° 23' 55" N	68° 53' 55" W	+809 449 3321/ 3323	12'	110'	26'	no limit	110/220 3 phase 100/50/30 amp	8-5 M-F	120	•	•	•	•	•	•	•
Grenada	Grenada Marine	12° 01:20	61° 40:42	00-1-473-443-1667	12'	75'	31.5'	0	110/220	8-5, M-F; 8-12, Sat	70	•	•	•	•	•	•	•
Grenada	Spice Island Marine Center	12 5 N	61 43 W	473-444-4257	12'	70'	25.4'	0	110/230	8am-4:30 pm	70	•	•	•	•	•	•	•
Puerto Rico	Varadero @ Palmas	18 04' 37"N	65 47' 57"W	787-656-9211	11'	110'	26'	no limit	50/30 amp	8-5, 7days	110	•	•	•	•	•	•	•
Sint Maarten	Megayard	18°02' 13.24 N	63°05' 08.52 W	1-721-5444-060	12'	200'	33'	12'	110/220	8-5 M-F	150	•	•	•	•	•	•	•
St. Lucia	Rodney Bay Marina an IGY destination™	14°04 '32. 72" N	60°56 '55. 63" W	758-452-0324	14'	275'	55'	no limit	110V/60, 220V/50, 480V 3 phase; 100 amps/leg; 220V 3 phase; 100 amps/leg; 220V40 amps; 100V 30amps; 50 & 60 hz	8am-5pm	75	•	•	•	•	•	•	•
St. Croix, USVI	St. Croix Marine	17° - 45' N	64° - 42' W	340 773-0289	11'	68'	13'-8"	no limit	110v 30amp; 220v 50amp; 3 phase 100amp	8-5, Mon-Sat	60	•	•	•	•	•	•	•
St. Thomas, USVI	Subbase Drydock	18 N	65 W	340-776-2078	16.5'	190'	50'	no limit	440 three phase/220/110	8-5, Mon-Sat	1000	•	•	•	•	•	•	•

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Grenada – Spice Island – 70 BFM
Puerto Rico – Varadero at Palmas – 100 BFM11
Santo Domingo – Club Nautico de Santo Domingo – 70 BFM
St. Lucia – Rodney Bay Marina – 75 BFM11- TM40 Transporter
St. Marten – Bobby's Marina – 75 BFM – 150 C11
Tortola – Nanny Cay Marina – 70 BFM
Tortola – Tortola Yacht Services – 70 BFM – 75 BFM11
Trinidad – Crews Inn – 200 BFM
Trinidad – Industrial Marine Service – 70 BFM
Trinidad – Peake Yacht Services – 150 AMO
Pending
British Virgin Islands – Virgin Gorda Yacht Harbour – 70 BFM

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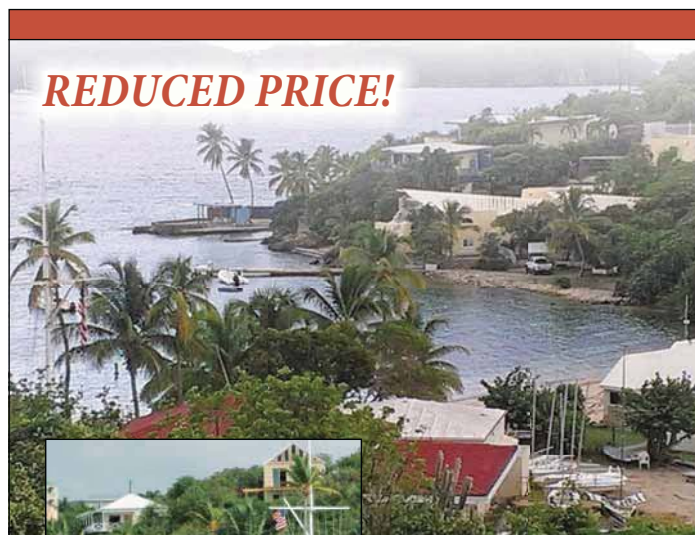
Cap Cana, Dominican Republic. Gaze at your yacht docked at Marina Cap Cana from this 3 BR, 3.5 BA, 3013-square-foot apartment located on the first floor of Building #5 at Aquamarina. Inside find a fully-equipped kitchen, laundry area, living room and large terrace, plus full furnishings. There is also underground parking. A short 100-yard stroll along the shoreline on beautifully landscaped walkways leads to international bars and restaurants as well as upscale shops. Price: US \$900,000

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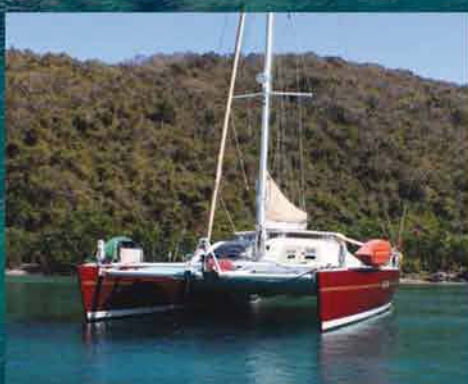
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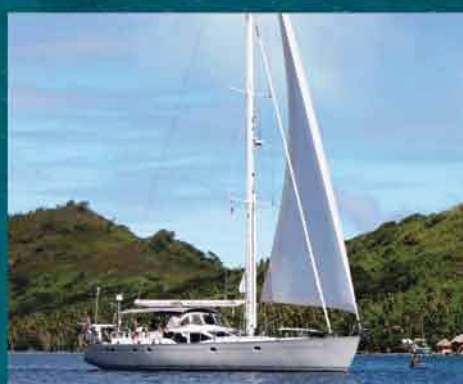
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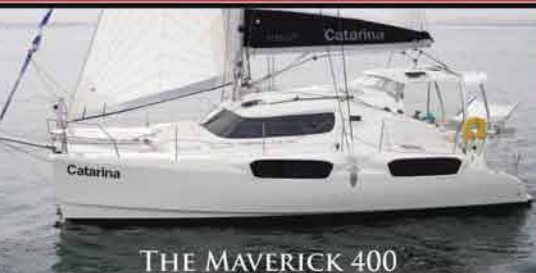
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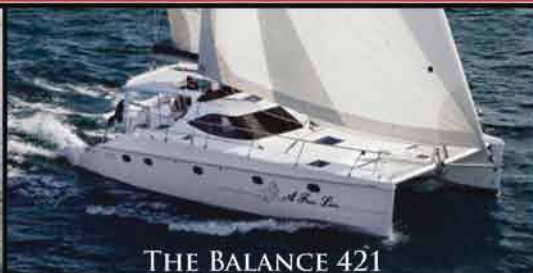
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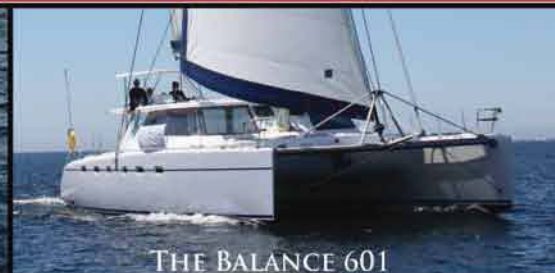
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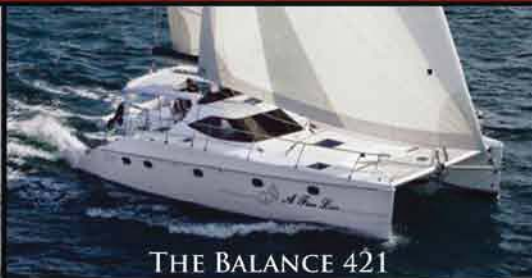
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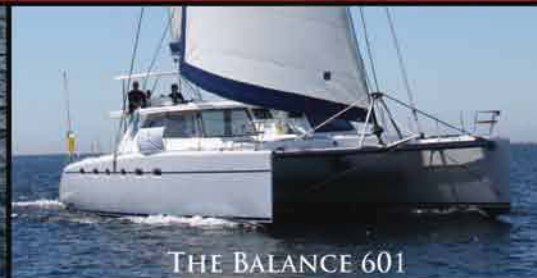
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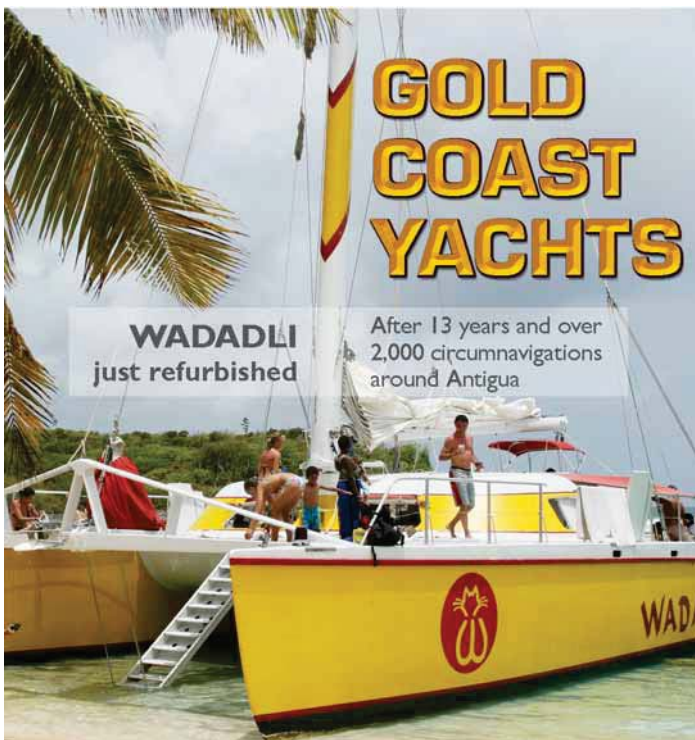
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37 Jeanneau 37.1, 1995
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50 Carver Cockpit Motor Yacht, 1996
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34 Mainship Pilot, 2002
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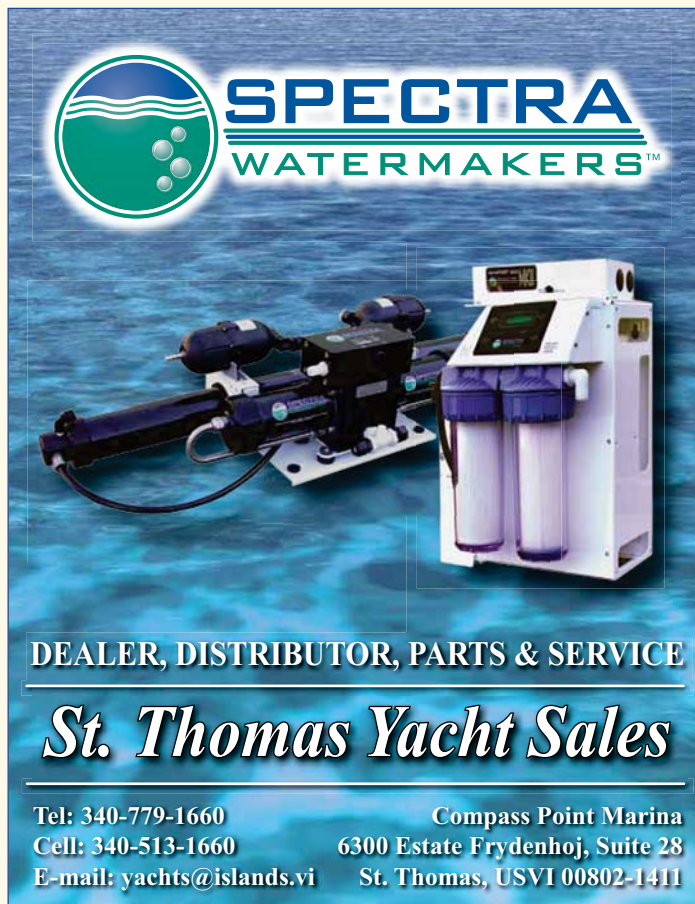
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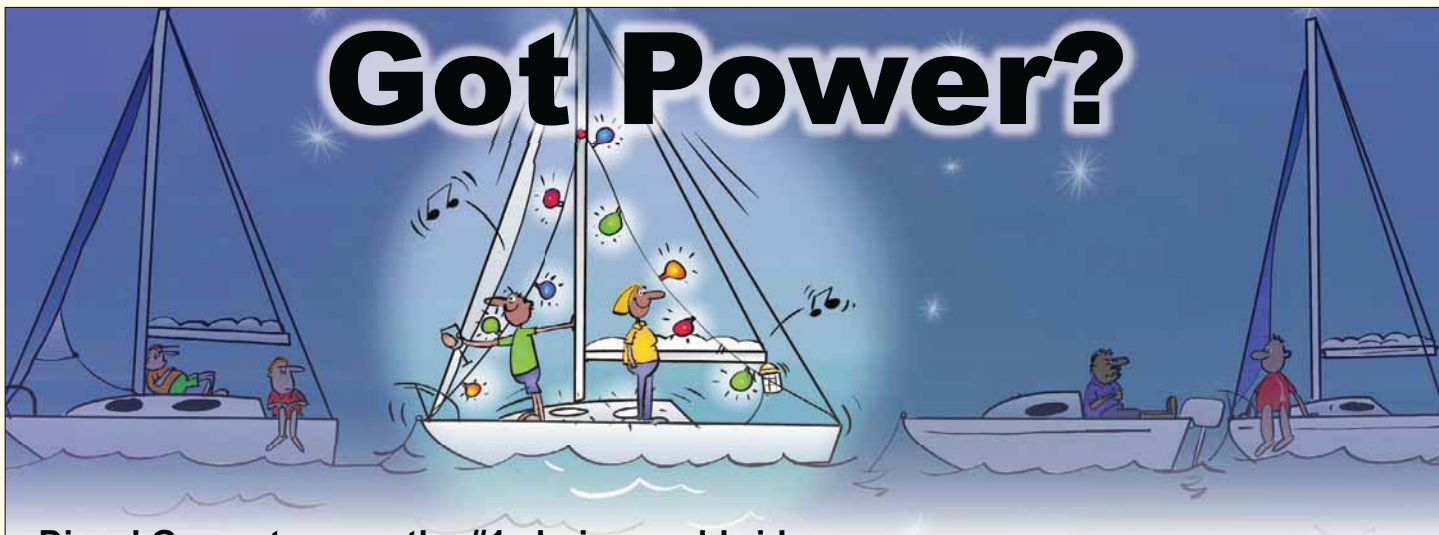
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THE DISH

FAST, CROWD-PLEASING APPETIZERS

BY CAP'N JAN ROBINSON

To kick off the month of April, here are a few quick appetizer recipes to please your family and friends. And remember to assemble a bountiful hors d'oeuvres spread is easier than you think. Keep just a few versatile ingredients on hand, and you'll always be ready for a party.

BAKED FETA WITH CAPERS AND CHERRY TOMATOES

Prep time: 5 minutes. Cooking time: 15 minutes.
Serves: 4 - 6

Feta Cheese

Chopped cherry tomatoes

Red onion, finely sliced

Capers

Dried oregano

Olive Oil

Preheat oven to 350°F. Slice the feta cheese about 1/2 inch thick and shape either into a square, a round, a heart, etc. Place on a piece of foil then place the tomatoes, onions, capers, oregano and olive oil on top. Fold the foil over to seal and bake for 15 minutes.

Note: Another way is to sauté the onions, tomatoes in a little olive oil. Add capers and oregano. Flatten feta cheese into any shape you desire and spoon mixture on top. Serve with crackers.



CHUNKY GUACAMOLE ON ENDIVE

Prep time: 10 minutes. Serves: as many as you wish

Chunky guacamole

Endive leaves

Cilantro leaves

Use or prepare a chunky guacamole. Spoon guacamole on endive leaf and add cilantro leaf on top of each.

ARTICHOKE HEARTS AND BLUE CHEESE SPREAD

Prep time: 10 minutes. Cooking time: 1 minute

Serves: as many as you wish

Bottled or canned artichokes, chopped

Blue Cheese

Roasted Red Peppers

Bruschetta

Mix together artichokes and blue cheese. Spread on bruschetta, sprinkle with roasted red peppers and serve immediately. Or put artichokes and blue cheese on a plate or in a small bowl, sprinkle with roasted red peppers and serve with crackers.

CORN SCOOPS WITH SHRIMP, CHEESE AND SCALLIONS

Prep time: 10 minutes. Serves: as many as you wish

Pepper Jack Cheese, shredded

Green chillies

Chopped scallions

Mayonnaise

Shrimp, chopped

Package of corn scoops

Mix together cheese, chillies and scallions, a little mayonnaise and shrimp. Spoon into corn scoops and heat in oven. Serve hot.



SEASONED CAULIFLOWER FLOWERETTES

Prep time: 10 minutes. Serves: as many as you wish

One fresh cauliflower, cut or broken into flowerettes

Lawry's Seasoning Salt or Bay Seasoning

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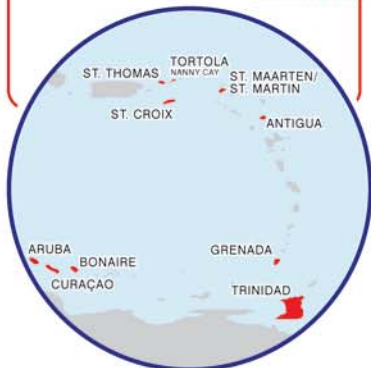
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