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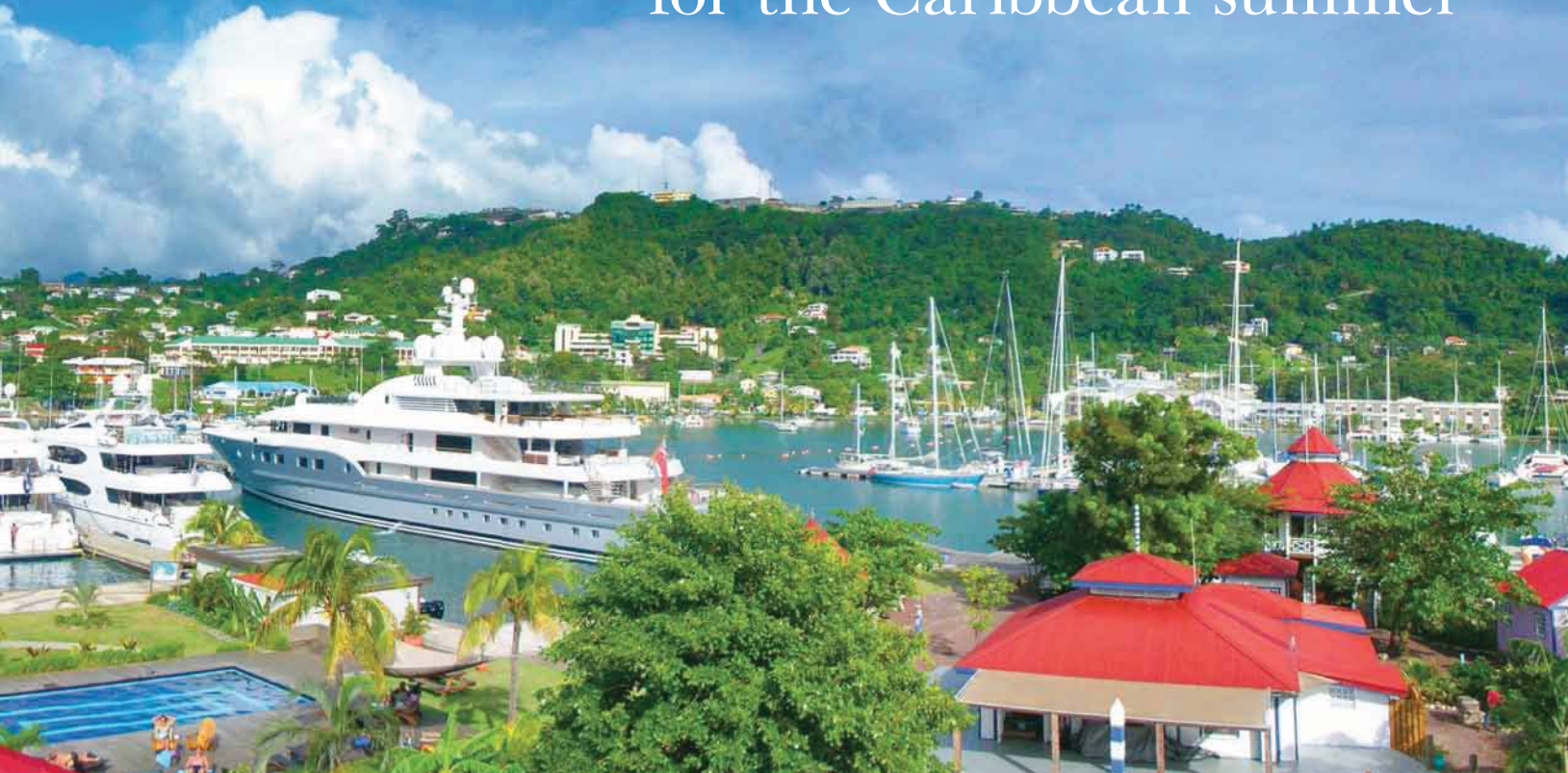
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up to 50	\$1.19	\$1.07	\$0.53
up to 60	\$1.30	\$1.17	\$0.59
up to 65	\$1.46	\$1.31	\$0.66
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WHEN NIGHT FALLS

I was returning from our boat in May, the sun had set and a full Pink Moon was rising over the mountains to windward. We are incredibly lucky in that our boat sits on a mooring off the beach opposite our apartment. I pulled the dinghy onto the sand and stepped ashore. Behind me, the palm trees stood in silhouette against the night sky, the edges of each frond tracing a pattern in the moonlight.

The Caribbean offers wonderful sailing. If we are feeling adventurous we might sail between islands. Then there are days when we prefer a gentle cruise from one anchorage to another, on the same island. Whatever we choose one thing is sure, night will fall and for me that is the most magical time to be yachting in the Caribbean.

Many of my fondest memories are built around life aboard at night. I remember a moonbow over Bequia and the sound of the tree frogs while anchored in a small inlet on the northwest coast of Grenada. One holiday season Jan and I anchored in a small cove in St. Vincent and had just climbed into our bunks when a choir in the village church began a concert of Christmas carols.


I love the sight of our port and starboard navigation lights and the way they cast an eerie red and green shadow. In higher latitudes the navigation lights can warn of fog for they take on a fuzzy glow before the grey blanket engulfs the sea.

What beats twilight, lying snugly at anchor with a rum drink in your hand, while watching the lights come on ashore with the smell of cooking drifting out of the galley? Well, yes, there's that, but what red-blooded couple hasn't while lying in their cockpit beneath the stars.

As sailors and cruisers we owe it to ourselves and fellow mariners to keep an eye on the weather. On reading this, I know many people will scratch their head and say this is the Caribbean and the weather is always nice. And for most part they are right. But what constitutes good weather? For a powerful 80ft sailboat, a 25-30kt trade wind might be just the thing, but for a 25ft cruising boat – or a family taking a two-week vacation aboard a charter boat – being caught out in 25-30kts of trade wind can spoil your day. Weather forecasts and how we interpret them have always struck me as a dark art. It's one thing being caught in mid ocean by a gale, but avoiding strong winds, or at least waiting for a more favorable wind while island hopping, makes a lot of sense. In the past, mariners in the Gulf of Mexico, Caribbean Sea, and portions of the tropical and subtropical North Atlantic Ocean have relied on the Tropical Analysis



and Forecast Branch (TAFB) for weather analyses, forecasts and warnings. This forecast, which most of us are familiar with, has now been fine-tuned, and although still in the experimental stage offers a significant advance in the way the forecast is collated and presented. *All At Sea* contributor Terry Boram discussed the changes with Hugh Cobb, Branch Chief at TAFB. With 'big wind' season just around the corner, this article couldn't have been published at a better time. (See page 36)

The chance of a lifetime! One boat that will leave the Caribbean this summer is the St. Maarten-based Beneteau 52 *Corina IV*. The boat was due to sail to Australia to be sold but then, over a glass of wine, the owner Allard Stamm got chatting to five young friends who grew up on St. Maarten. That conversation changed their lives because instead of selling the boat in the Antipodes, Stamm offered it to the youngsters, saying "I'm putting my faith in you, why not take the boat and sail it around the world?" You can read this remarkable story on page 51. *All At Sea* wish the adventurers a safe and wonderful voyage. 

See you on the water!

A stylized, handwritten signature in black ink, consisting of a large, flowing 'G' and 'B' followed by a horizontal line.

Gary E. Brown,
Editor





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THIS ISSUE



THE CARIBBEAN'S WATERFRONT MAGAZINE



PHOTO BY ROSIE BURR

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COVER SHOT: *Adventure* goes to windward during Antigua Classics 2013 | **Photo: Tim Wright**



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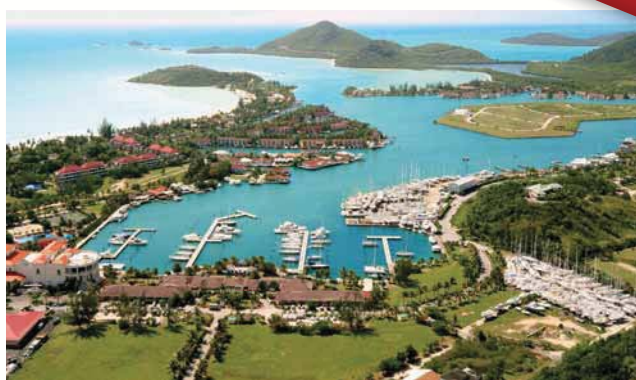
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WHERE IN THE WORLD?

CONGRATULATIONS
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Debra Clark wrote to say she is on the far side of the world, far from her home in England, and that the photo holds a clue to her location. This one was easy, even for the editor! The iconic building in the background is the Sydney Opera House, which places Debra in Australia. How she managed to find a copy of the Caribbean's favorite waterfront magazine *All At Sea*, she didn't say. What she did say was, "Good on yer, mate, it's fair dinkum!"

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ISLAND EVENTS & INTERESTS

ALL AT SEA'S
CARIBBEAN COVERAGE



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Windsurfer's Paradise



Bonaire



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Bequia Heineken
Easter Regatta 2013
Breaks All Records!



CARIBBEAN NEWS

A BRIEF LOOK INTO THE HAPPENINGS OF OUR WORLD

Showing the mega yachts how it's done! *The Marietje Andrea* transits the Simpson Bay Bridge with nary a scratch to paintwork or concrete

PHOTO: OCEANMEDIA



Second Life for used Sails Project

HAITI – The Second Life Sails project, planned to assist Haitian fishermen who rely on sail-powered boats, received the approval of the Seven Seas Cruising Association (SSCA) as an SSCA endorsed 'Clean Wake' project.

"Frequently people find themselves with used sails and surplus sailcloth as well as fishing gear that have useful life in them – but no way to get them to folks who would put that second life to good use," said Frank Virgintino, author of *A Cruising Guide to Haiti* and frequent visitor to the enchanting Ile à Vache. "A contribution of materials and gear that supports the principal livelihood of the island is a priceless 'thank you' to a community that has been very welcoming to cruising boats for generations."

Ile à Vache fishermen build their own boats and are already talented at sailmaking and recycling, using materials from bed sheets to tarpaulins for their sails. Sailcloth would provide a more durable and reliable resource.

Cruisers' used sails and fishing gear can have a second life. It starts when the donations are delivered or sent to either Marina ZarPar in Boca Chica, Dominican Republic: www.marinazarpar.com – or to Minneford Marina on City

Island, New York: www.minnefordmarina.com

The first delivery of used sails took place in February.

Second Life Sails is jointly sponsored by Free Cruising Guides and Marina ZarPar, which will handle the logistics and underwrite the cost of transporting donated sails and gear to Ile à Vache, Haiti. (See article on page? – Ed.)

To read more about the Second Life Sails project and life on Ile à Vache, visit www.freecruisingguides.com – for further information, email: fvirgintino@gmail.com

New swing bridge arrives in Sint Maarten

Following hectic preparations to widen and dredge the channels into and through the Simpson Bay Lagoon the freighter *Marietje Andrea*, carrying the lagoon causeway's 450-ton swing bridge, delivered its cargo without a hitch. The bridge was loaded aboard the ship in Holland and entered the lagoon on Friday May 3. With a length of 126m (416ft) and a beam and a draught of 15m (49.5ft) and 5.6m (18.5ft), respectively, the *Marietje Andrea* is the largest vessel ever to enter the Simpson Bay Lagoon. Her arrival caused quite a stir.

Optimists rule in St. Thomas

The International Optimist Regatta (IOR), presented by Glacial Energy, celebrates its 21st edition, June 21-23, with the kick-off Sea Star Clinic on June 17-19 and Sea Star Team Race June 20. Nearly 100 youngsters between eight and fifteen years-old are expected to compete in this St. Thomas Yacht Club and Virgin Island Sailing Association (VISA) hosted, Caribbean Sailing Association-sanctioned regatta.

"Sailors registered represent Puerto Rico, the British Virgin Islands, Bermuda, Bahamas, Grand Cayman, St. Maarten/St. Martin, Curacao, Mexico and of course all three U.S. Virgin Islands as well as a large number of U.S. sailors, including those from California," says regatta director Margo Lynch.

Team racing entry fee is \$160; registration closes at 5:00pm on June 19. Regatta entry fee is \$250, and includes an event T-shirt, registration 'goodie' bag, and all meals.

For information, call (340) 775-6320 or visit www.styc.net
Follow the regatta on Facebook!



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.



BARBADOS

JULY 6 - 7

Barbados National
J24 Championships
Finale
Sailing Regatta
www.j24barbados.com



PUERTO RICO

SEPTEMBER 15 - 21

San Juan International
Billfish Tournament
Deep Sea Fishing
www.sanjuaninternational.com



ST. LUCIA

SEPT 30 - OCT 4

Saint Lucia International
Billfish Tournament
Fishing Tournament
www.billfishstlucia.com



ST. THOMAS, USVI

JUNE 17 - 23

International Optimist
Regatta (IOR)
Sailing Regatta
www.styc.net

JULY 19 - 21

July Open Billfish Tournament
Fishing Tournament
www.vigfc.com
usvigfc@gmail.com
340-775-9144

AUGUST 18 - 22

USVI Open Atlantic Blue
Marlin Tournament
Deep Sea Fishing
www.abmt.vi
loveto@islands.vi
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VIRGIN GORDA, BVI

AUGUST 14 - 15

BVI Open
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LOSING STUFF ABOARD

BY CAP'N FATTY GOODLANDER

Boats eat things—that's the only explanation. Example: I have purchased over 5,000 flashlights in my 53 years of living aboard, and only tossed out three. That leaves 4,997 flashlights which should be kicking around my bilges—and ain't. Nor is it just me. This happens to the fairer sex, too. For instance, my wife lost her virginity aboard.

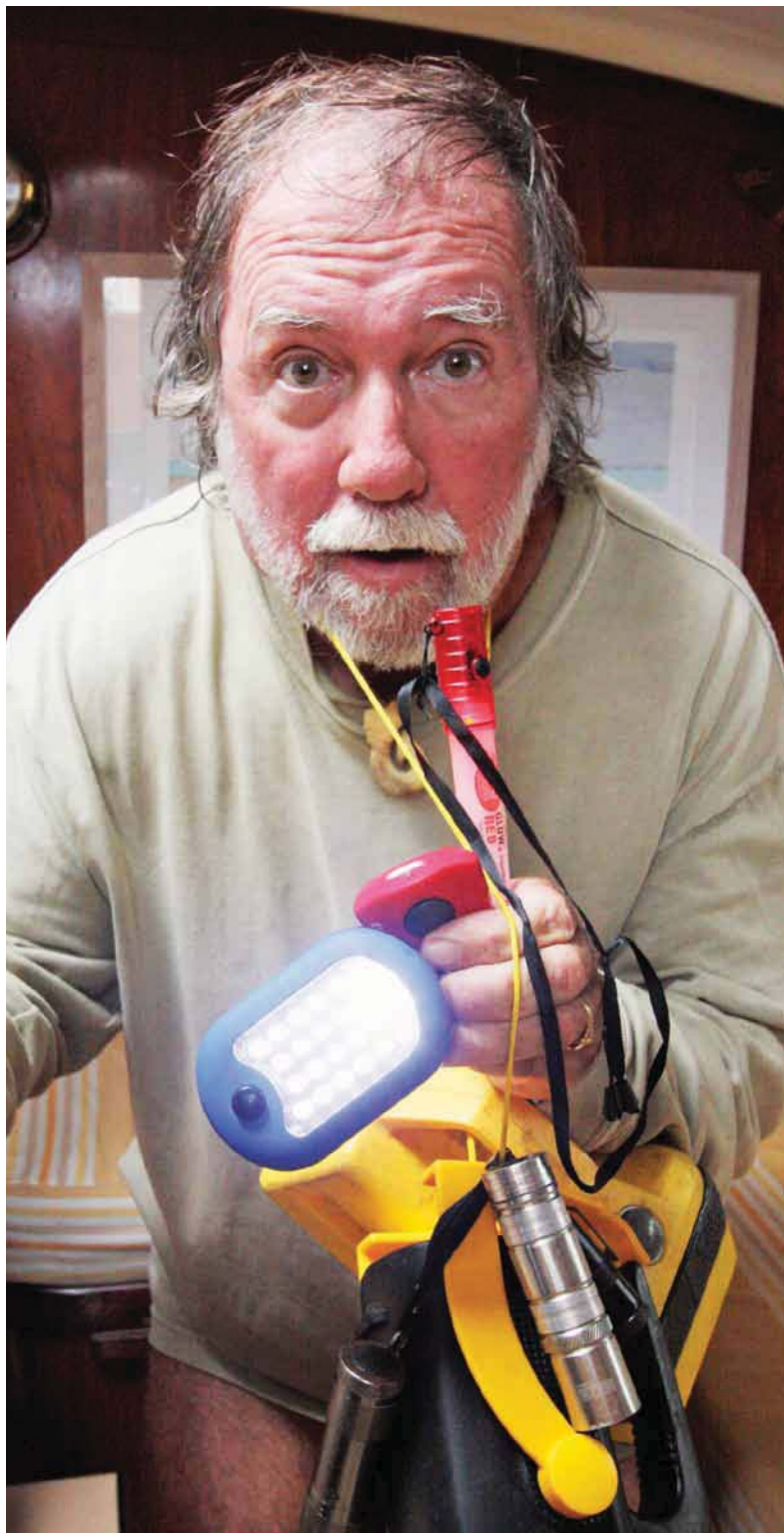
... go figure!

Sadly, there is no 'Lost and Found' afloat. My hair was misplaced a few years back—and we never recovered that either. Ditto, moral integrity. Honesty. Commonsense. My ability to see my toes ...

Seriously, it is bad enough that boats eat all our money—devouring our personal belongings seems a step too far. Plus, the teefing seems selective in a cruel way. Sure, I have tons of personal photos of myself looking ugly ... and stoned ... and drunk, but what about that wonderful fifteen minutes of handsomeness I experienced on February 30th 1968? Why are there no pictures of *that* on Facebook? Could my vessel be devouring my photos with malicious intent? With editorial vengeance? With generational envy?

Speaking of generational envy, why can't the younger generation worship their own acid-addled leaders? Why must they attempt to hijack ours? I mean, leave the Beatles alone, okay? I, personally, think that no one younger than, say, 50 years of age, should be allowed into a Rolling Stones concert. Ha!

That's right—get your own philosophers! Or use Plato! But leave the *Heavies of Hippy Thought* for us baby-boomers! That's right: my generation has certain 'moral compasses' which should not be digi-defiled. For instance, Jimi Hendricks on *How to Live Healthy*, and Janice Joplin on *Longevity*,



and Jim Morrison on *Playing Nice with Others*.

... these way-cool community leaders and global visionaries simply can't be savored while listening to rap music glorifying anal sex!

Another thing I've lost aboard are books. That's right, ever since Mister Kindle came aboard ... bye-bye print!

This has its drawbacks. A few years ago, while crossing the Pacific, we ran out of TP. This wasn't such a big deal—I just put a few copies of Reader's Digest in the head, and *no problem!* (True, once while cruising Mexico we suffered from Montezuma's Revenge ... thank gosh we had a hard copy of the congressional record!"

Kindles are useless for such things—regardless of how fully charged their battery.

Actually, as an offshore sailor, I hate this degrading 'digitalization' of my vessel's bridge. Plus, it is so easy to get all the acronyms confused. Recently, I fell overboard—and my wife screamed "S.O.B." instead of M.O.B ... what an airhead!

But, since I was a tad worried about drowning, I didn't point this out to her. "Throw me a PFD!" I screamed instead.

She immediately dashed below, rushed back on deck, and Frisbeed me a data disk which contained a step-by-step USCG PDF file on ManOverBoard drills.

This had little buoyancy, alas.

Which brings us to the sexism inherent in the MOB acro-

nym. Are female sailors so undervalued that you're not supposed to go back for 'em? I mean, that's harsh! Would it cost Garmin too much to have a LOB button? (LadyOverBoard.)

All sailors, especially older ones, have lost a halyard. I was going to yell at my wife for doing this—when I lost my train of thought. By the time I'd gotten my harsh criticism back on track—she'd 'clean forgotten' what she'd done.

...damn! (Actually, that reminds me of the acronym for Mothers Against Dyslexia.)

... seriously, being a live-aboard sailor in mid-Pacific with Alzheimer's disease ain't so bad, as there's far less chance of wandering away. As a writer, "Al's Disease" is VERY labor saving as I'm able to repeatedly mail off the yellowed *Cruising World* article about my mother TO my mother once a month—and surprise her each time! (She's blind now, which makes it SO much easier to steal money outta her purse!)

It isn't only long term sailors who have lost stuff—bare-boaters seem to lose the ability to anchor only hours after being instructed on how to do so.

Have you even noticed how HUGE the wakes are of your average Police Boat? Perhaps their skippers have lost the ability to look behind their craft. They must be intentionally designed this way—to squat, wallow, and act so piggish. (The boats, not the drivers!)

Of course, teachers aren't the only ones who get those 'I



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lost my homework' type excuses. Once, my observant wife happened to be watching me as I got undressed for bed, and asked, "Fatty, what happened to your underwear? I'm sure you were wearing underwear when you set off to work this morning."

It wasn't my finest hour. "I was robbed!" I blurted, stupidly.

Time marches on, of course. All of us age. My eyesight is going. I'm losing vision. Proof: my own wife is starting to look good to me again.

Yes, having a faulty memory can be good for your cruising career. For example, the reason my wife and I keep circumnavigating is ... because we can't remember to pay our bills—or even who we owe them to. After all, we're so busy spending our/their money that it seems counterproductive to worry about repaying it.

Plus, if you pay some people back and you don't pay back others ... it gets complicated to keep track of. How much simpler to just resist the temptation to return the money, despite how much the starving widow might need the funds. (Somehow, when Wall Street crashed, I evidently lost my compassion too!)

Perhaps it is best to use a concrete example. I recently purchased a Rule 2000 bilge pump. The reason the pump is called this is because, in most marine installations, it pumps 500 gallons an hour.

...but let's move on.

The marine supply stores (also called 'chandleries' if they automatically quadruple the price) sell a five dollar switch on a five cent faceplate for \$76.45. Since I'm neither wealthy nor stupid, I declined. Instead, I purchased an "off-on-on" Push/Pull/Pull switch to control said pump. It was a mere \$12.97 at Marine Depot on Tortola. Yippee!

I immediately brought it back to my vessel, and—knowing that boats regularly eat things—stowed it in my 'future projects' drawer which is specifically set aside for that purpose.

I then dashed for my electric drill, selected the appropriate drill bit ... and by the time I got back ... the boat had eaten the switch!

I kid you not.

"Perhaps you put it with the dive gear," my wife said helpfully.

Okay. I'm gonna be a little bit more honest than most husbands and/or most writers. One of the primary reasons homo saps (I think that's the science name for our species, right?) get married is to blame their spouses for their own short comings. Thus, I exploded at my cringing wife: "Carolyn, do you think I'm an idiot?"

Before she could formulate a long and complicated answer, I rushed on with, "I put it right here in the future projects locker, and the boat ate it!"

"Boats don't eat things, Fatty," my wife said contritely. "I

mean, not metal things. Paper, wood ... yeah, *perhaps*. But not brass and stainless steel. Not switches. You misplaced it."

I glared.

She flinched.

Frankly, this pisses me off to no end. I mean, people believe the weirdest stuff: Easter Bunny, Santa Claus, JC ... that the earth was built in seven days—so why-in-hell is believing that boats eat things such an intellectual stretch?

Huh?

Why!

Am I right or am I right? People are delusional nuts! Lots of 'em! Tons of 'em! The LAA (Lipton Addicts of America) political party believes that the earth is flat and all black Americans have faked their birth certificates ... and, yet, they collectively balk at the possibility of a boat nibbling on a switch?

That's grossly unfair.

Strangely enough, these very same folks are beginning to convince me that Charles Darwin was wrong, either that or all the tea they sip inhibits evolution, because they are rapidly descending back towards their ape ancestors!

I was recently in my vessel's tool room—which is tiny. My feet never moved. I was soldering on some battery lugs when I lost my large, expensive roll of electrical solder. Actually, that's not correct: when my solder was *eaten by my vessel*!

That's the only explanation that makes sense.

For a decade or two, I could not convince my wife of this simple, undeniable fact. Then, one day, she was \$50 short on the grocery money. I was about to go ballistic on her when she said softly, "...the boat ate it."

"Ah, HA!" I said screamed in joyful vindication. "You admit it!"

"I do," she said, and winced. (She seldom utters this specific phrase—as she believes those two words ruined her life.)

"Boats have eaten a lot of my things," she admitted. "For instance—back in the day—my youth. Currently, all my free-time ..."

I smiled. Finally, she'd capitulated—like totally!

"... when I look at a gleaming yacht," she continued, "I don't see varnish, I see a life sentence!"

I hugged her, kissed her, and then whispered gently into her ear. "It's okay, honey. It's okay. Time can steal it all—as long as it leaves our sense of humor for last."

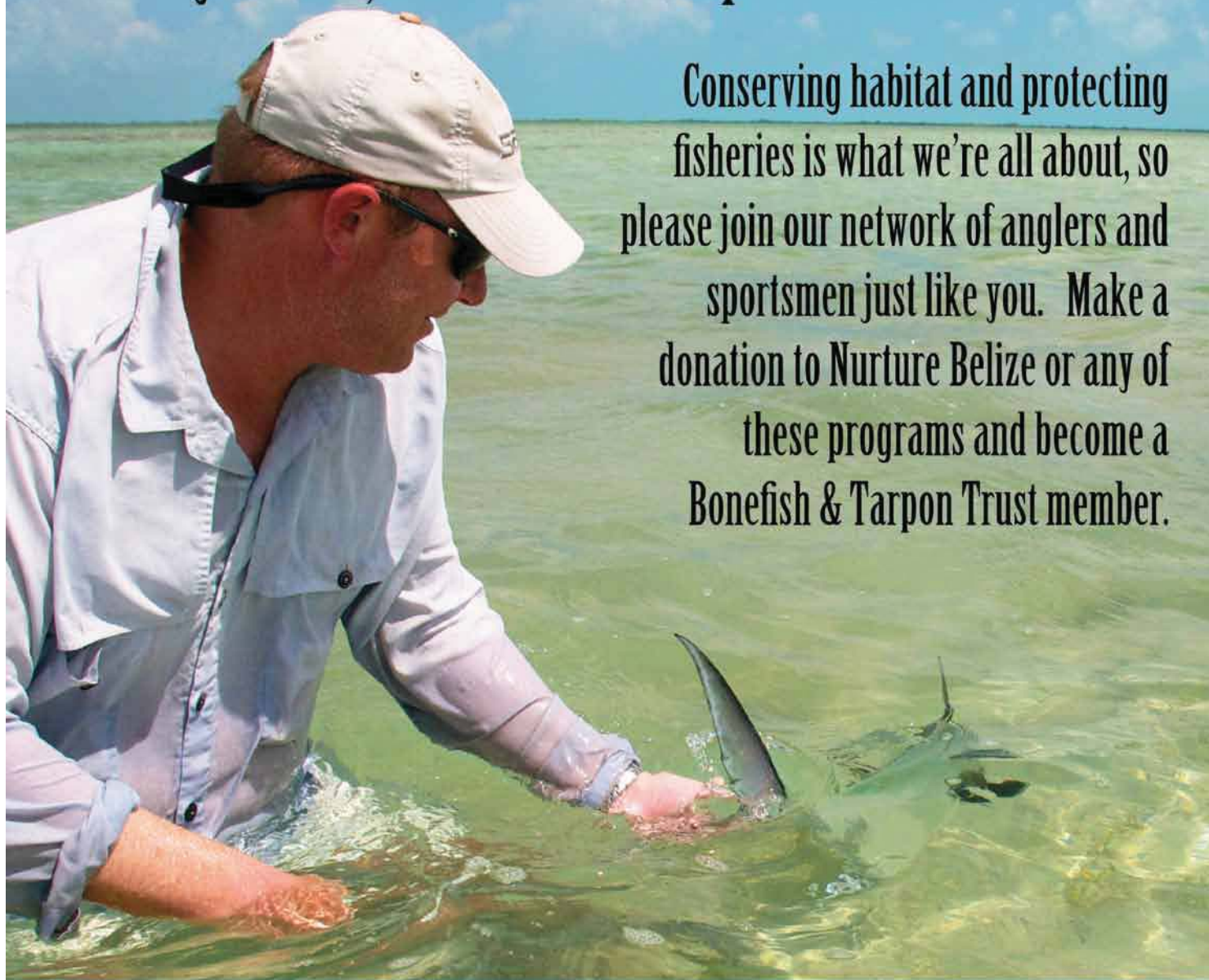
Editor's note: Fatty and Carolyn are currently touring east coast yacht clubs, each attempting to convince their members the other is nuts!



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

CORROSION

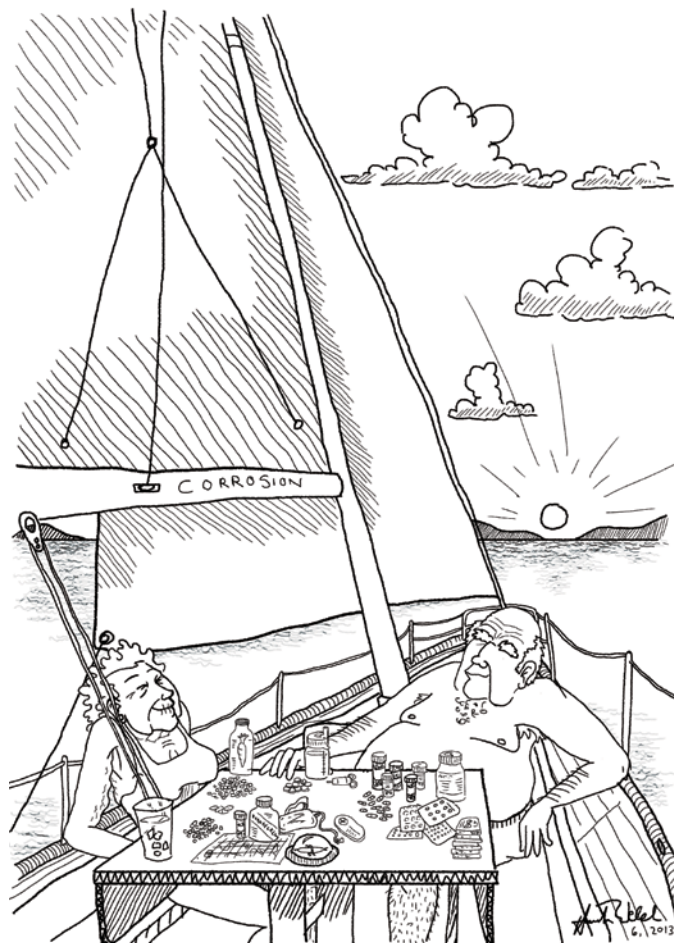
BY JULIAN PUTLEY
GRAPHICS BY HANNAH WELCH

Every boat owner knows about the potentially disastrous effects of corrosion. After a while all metals will corrode. Stainless steel is often touted as a metal that will resist corrosion but its very name rightly denounces this claim. Stainless means just that: it will *stain less* but not be stain free. Of course there are various acids, sprays, jellies and greases that will delay oxidation. There may be one metal that can qualify as having anti corrosion qualities and that's gold – but I haven't seen a marine use for it – except perhaps in the dental work of Jack Sparrow.

'The Golden Years' is a term describing the time after retirement when persons, perhaps couples, can enjoy their autumnal years partaking in a pastime dreamt of during a lifetime of work. This dream often involves buying a boat, harnessing the wind and sailing, free as a bird, to a tropical paradise, etc. As a sailing instructor Charlie sometimes admires these oldies' expectations and he'll give them all the encouragement he can. Certain physical limitations can be overcome by clever techniques. Hoisting the anchor is no longer a concern with an efficient windlass. Sails can be sheeted in with electric winches and dinghies can be pulled up with falls and davits. But with all the aids in the world there is still the bending, climbing and crawling (in and out of tight spaces), and the inevitable gymnastics required to fix engine problems where not even a yogi could perform. All these required tenets are a handicap for the creaking elderly.

And then there is the diet that oldies consume. Charlie was amazed recently when one charming old fellow started his day with the consumption of a variety of pills, tablets and capsules selected from a compartmentalized tray. When Charlie looked on inquisitively, the gentleman explained: "This one is for blood pressure, this one for cholesterol, this one for gout and these are for arthritis. I have to be careful – there are side effects: dizziness, stomach bleeding, diarrhea, constipation, shortness of breath and possible depression. Once I took a heavy dose of laxative and several sleeping pills – both pills worked but the result was not pleasant."

"Whoa," exclaimed Charlie, "ever tried bush tea?"



The fact is that corrosion begins to set in after retirement age. Old sports injuries start to calcify causing arthritis, arteries harden, plaque builds up and blood pressure increases, organs like kidneys and the liver deteriorate and often the much touted meds deteriorate them more quickly. And then there's the dreaded cancer in all its nasty forms. No, it's no fun getting old. So what's the solution?

The answer is to start sailing sooner. Plan a sailing cruise by your mid fifties. "There's no better way to enjoy the fruits of your lifetime's labor than to cruise to exotic shores," explains Charlie. "The wind calls the tune and you are the master of your destiny."

'The Golden Years' are a misnomer. They are better described as the 'Rusty Years'. Get the most out of life and 'Do it now!'

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

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GOLDEN HOOK FISHING CLUB'S DOLPHIN TOURNAMENT

LIBERTY EXCELS!

BY CAROL M. BAREUTHER



The crew of *Liberty* at the weigh in

The crew aboard the 37ft Intrepid, *Liberty*, caught 11 dolphin fish and tagged and released an additional two in the St. Croix Golden Hook Fishing Club's 14th Annual Dolphin Tournament, held April 13. Not only did this copious catch earn *Liberty* the Best Boat title with 254.4lb total, their anglers' prizes for three of the largest fish including the heaviest dolphin, and a boost to first place in the Club's annual series standings. *Liberty* also was one of the ten tournament boats that helped launch a new program aimed at dolphin conservation.

Liberty left the docks at sunrise and headed north-east until about 10 to 12 miles offshore where they hopped on a current line and started following it down sea. An hour later, it was 'X marks the spot' when crewmembers spotted a frigate bird flying low over the water. *Liberty's* anglers hooked up and landed a double-header as soon as the boat made its



first approach on the bird. Then, the team worked the same area through multiple schools ending with angler Danny Sweet's 10th largest, a 23.4-pounder, Greg Lee's 7th largest, a 25.3-pounder, and Tim Bartzen's 1st place 49.3-pounder.

"The big bull came up on another double hook-up," explains Bartzen. "Once the first fish was safely in the box, I focused on the bull. I've fought a few 44 to 46-pounders before, and let me tell you, they get tougher by the ounce when they get that big. It took about a half-hour of give and take to get him to the boat, and as soon as I did, he'd run and jump. Once finally alongside, he made a couple of desperate deep dives to try to get under the boat and into the props, but fortunately I was able to work him in to where Greg Lee made a clutch gaff-shot and hoisted him aboard for Danny Sweet and Harold Lee to subdue and get him in the box."

Liberty wasn't the only boat to score big on dolphin. The fleet reeled in a total of 34 dolphin collectively weighing 710.7lb. Two anglers aboard *La Menajera* caught four of the top ten largest dolphin to finish as Second Best Boat. Captain Alberto Sanchez caught the 4th and 6th largest fish weighing in at 27.0 and 25.8lb, respectively. Edgar Bengoa caught the 5th and 8th largest fish weighing in at 25.9 and 25lb, respectively. *Trident* placed third overall, with Robert Hunsberger, Jr., catching the third largest dolphin, a 27.7-pounder. Finally, it was junior angler Christian Rasmussen who caught *Miss Becky's* lone money fish. Rasmussen's 34.6-pounder weighed in as second largest of the tournament.

A new conservation initiative called the Dolphin Tagging Project was introduced to St. Croix at this tournament. Administered by the Charleston, South Carolina-based, Cooperative Science Services (CSS), the program's goals are to gain life history information about dolphin to protect them from being overfished. The chief means of accomplishing this is to utilize as many experienced offshore fishermen as possible to capture, tag and release dolphin. The tags are pre-programmed to record data for 30 to 365 days and then pop to the surface, allowing scientists to access the valuable information; dolphin don't need to be recaptured to obtain this data. Researchers hope to expand the project from U.S. waters to the Gulf of Mexico, North Atlantic and Caribbean Sea, with tagging efforts extended to as many Caribbean islands as possible. The CSS are offering annual awards to boats with the top number of tags in recognition of their contribution to science. The Golden Hook Fishing Club added to the incentive by awarding tournament points to anglers who tagged and released dolphin. For more information about this program, visit: www.dolphintagging.com

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

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ANTIGUA CLASSIC YACHT REGATTA 2013

A VIEW FROM THE DECK

BY LOUAY HABIB

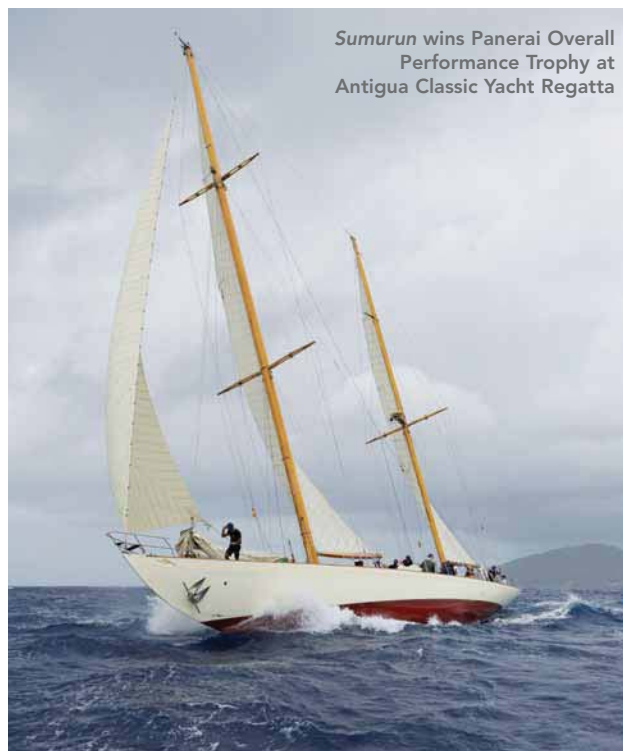
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Under stormy skies

In 2012, I went to 16 different regattas all over the world but I was truly blown away by the sheer enjoyment of the Antigua Classics Regatta.

Over 60 amazing examples of traditional yachts took part from magnificent schooners to little pride and joys, lovingly cared for by wooden boat enthusiasts. The sight of these wonderful yachts barrelling through Caribbean surf was spectacular to say the least and this, the 26th edition, was one of the windiest on record, however, the wonderful spectacle was second to the atmosphere amongst the fleet. Antigua Classic Regatta competitors are truly passionate about the event, no wonder so many boats return year after year. I was lucky enough to race on four very different yachts and enjoyed a real flavour right across the fleet.

Day One, on board Donald Tofias' *Wild Horses* was a real eye-opener. The head-turning 74ft yacht in The Spirit of Tradition Class is a dreamlike creation based on the 12-metre class. Without the shackles of class rules, stepping aboard *Wild Horses* was like taking a trip into Never-Never land. The first detail that strikes you is the spoked wooden wheel, which seems to defy the laws of physics, until you find out that the antler-shaped varnish spokes and circumference



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are laminated onto brass involving hundreds of man hours in its construction.

Wild Horses was most definitely galloping on the first race, 25 knots of breeze and a rising sea made for a wild ride, power reaching through the surf with rogue waves slapping tropic-warm water down the gunnels, we took the gun and the win on corrected time and *Wild Horses* went onto win Spirit of Tradition Class A from Jochen Hertzke's *Spirit of Rani*.

Race Two was a totally different experience aboard Dave Buller's, Hartley 40, *Old Bob*. Ask anyone who has been to 'Classics' if they know the boat and they will probably start chanting the boat's name. Made from concrete with colourful t-shirts on the fenders and a crew decked out in bright clothing, blowing party hooters, *Old Bob* is the life and soul of the regatta.

The wind had picked up for Race Two, touching 30 knots with three metre waves; *Old Bob* was being tossed around, even though she weighs close to 40 tons! However, the rough conditions didn't dampen the crew's spirits, as they cheered every boat around the racecourse blaring out sea shanties with green water filling up the cockpit!

Race Two was a totally different experience aboard Dave Buller's, Hartley 40, *Old Bob*. Ask anyone who has been to 'Classics' if they know the boat and they will probably start chanting the boat's name.

"It's Classics and we are out for fun!" beamed Dave Buller after racing. "If you can't have fun at this regatta, there is no hope for you. It was pretty rough out there today but that was never going to dent our spirits, we sail the boat as best we can and we always have a good laugh. As one of the slowest yachts, a lot of boats pass us on the reach, but we make sure we give everyone a good cheer, it's what the regatta is all about."

Race Three was to be followed by the Parade of Sail around English Harbour. My ride for the day was Savvy, a Carriacou Sloop sailed up from Grenada by Danny Donelan and a bunch of friends from Port Louis Marina on the 'Spice Island'. A spectacular reaching course had Savvy in her element. It was wet on deck but the hi-fi was blaring out reggae tunes all day, singing along to Bob Marley and cracking a few unrepeatable jokes was a great way to spend the day. After racing, things got a little bizarre. The Grenadians were keen to be noticed at the Parade of Sail and started to appear from down below dressed in super hero costumes: Batman, Superman, The Green Flash, Spiderman and of course not forgetting The Incredible Hulk on the helm!

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The final race of the regatta, I was on board one of the most famous race boats in the world. *Stormvogel* has won line honours in The Fastnet, Sydney Hobart, Middle Sea Race and the Cape to Rio race and I can't think of another yacht that can claim such a pedigree. Built in 1961, the 74ft ketch, designed by Van de Staadt and built in South Africa, is in fantastic condition, thanks to the careful attention of boat captain and Kiwi boat builder Ian Hulleman. *Stormvogel* won the race and placed first in the entire fleet after cumulative time correction, much to the delight of the crew.

The racing at Antigua Classic Regatta was fantastic but the evening entertainment was just as enjoyable, the highlight for me was the open-mic night organised by Antigua rock band, Itchy Feet. Competitors took to the stage accompanied by one of the Caribbean's finest bands. Cape Breton fiddler Rosie MacKenzie was absolutely amazing and that is probably the best word to describe the 2013 Antigua Classic Yacht Regatta. 🍷

Louay Habib is a freelance yachting journalist. For the past twenty years, he has competed at yachting regattas and offshore events all over the world. Louay writes for a variety of clients including the Volvo Ocean Race and the Royal Ocean Racing Club.

CONDITIONS TAKE THEIR TOLL

Heavy seas and strong winds took their toll at the Panerai Antigua Classics with many boats reporting damage to rig or sails.

Sympathy must go to *The Blue Peter*. Having crossed the Atlantic to race in the Caribbean, the beautiful 64ft Alfred Mylne design from 1930 lost her mast when a chainplate reportedly pulled out of the deck. It is thought that strain caused by the dismasting also may have caused cracks to open in some of the hull planking.

Other victims were the 51ft *Saphaendra*, she broke off the tip of her alloy mizzen mast, while the 60ft ketch *Peter von Seestermühle's* wooden mizzen mast broke at the spreaders.

The gaff cutter *Chloe May* was another casualty. Her topmast splintered. There were also a number of reports of sail damage.

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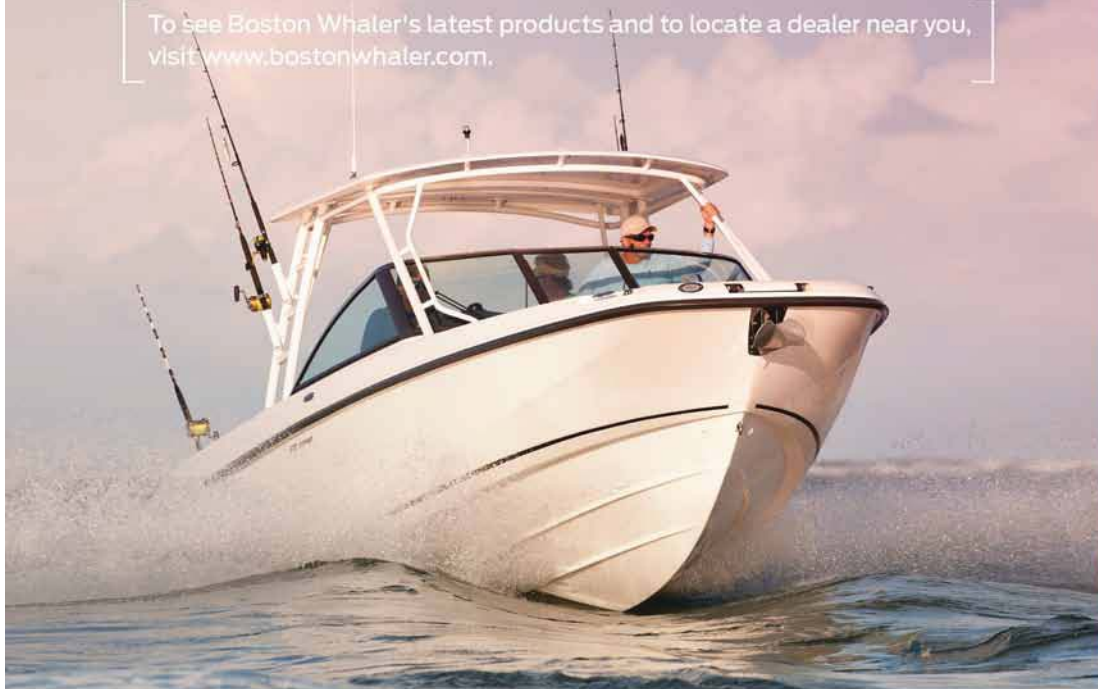


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2013 ST. BARTH BUCKET

ADELA THE BIG WINNER!

BY ELLEN LAMPERT-GRÉAUX



PHOTO: EDMUND GUIDENAS

Adela, winner of the 2013 St Barth Bucket



J-Class yachts racing in the St Barth Bucket

PHOTO: ROSEMOND GRÉAUX



The unmistakable square sails of the Maltese Falcon

PHOTO: ROSEMOND GRÉAUX

Once again the St Barth Bucket was quite a nautical experience. With 36 yachts on the roster, most of them over 100ft long (the formula for this exceptional event), the Bucket celebrated its 18th edition in Saint Barth on March 29-31. After three days of racing, the big winner, racing in Les Mademoiselles des Mers Class, was the 55-meter schooner *Adela*, designed by Dykstra Naval Architects and built by Pendennis Shipyard.

Another Dykstra design that took top honors was the J-Class replica, *Hanuman*, built by Royal Huisman. *Hanuman* won all four of the separate J-Class regattas, which was one of the highpoints of the Bucket. Five J-Class beauties — replicas *Hanuman*, *Ranger*, *Lionheart* and *Rainbow*, plus the 1933 *Velshelda*—all racing together, was a rare sight indeed. *Hanuman* sailed to an easy victory, much to the de-

light of owner Jim Clark and skipper Greg Sloat, with Sir Richard Branson part of the winning crew.

As a regatta that gives back to the island of St Barth every year, the Bucket presented a check for 18,000 Euros to the Saint Barth Yacht Club.

The 19th edition of the St Barth Bucket takes place March 27-30 2014. For a list of all 2013 St Barth Bucket Awards, visit: www.bucketregattas.com/stbarths/awards.html

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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BVI SPRING REGATTA & SAILING FESTIVAL

LIBERTY EXCELS!

BY CAROL M. BAREUTHER



With spectacular race courses and a great party atmosphere ashore the 42nd BVI Spring Regatta & Sailing Festival was an absolute classic.

Sailing Festival

The racing programme kicked off with the Round Tortola Race for the Nanny Cay Cup. Peter Corr's *Alia 82*, *Aiyana*, smashed the monohull record by nearly half an hour, setting a new record of 3h 29m 44s for the 37-mile course.

Dockside, Corr was delighted to hear that Nanny Cay Resort & Marina had put up a fabulous prize for a record run: Dinner for 15 people and a Jeroboam of Champagne at Peg Legs Restaurant.

"Fantastic! We have 15 on board and they cost a small fortune to feed," joked Corr. "I would like to say a big thank you to Nanny Cay. This is my third trip to the BVI Spring Regatta & Sailing Festival and it definitely won't be the last."

Caribbean Insurers Island Invitational Race to Norman Island

Sunshine and a gentle breeze provided sublime conditions for the pursuit race with the faster boats chasing down earlier starters in a game of cat-and-mouse around the beautiful islands south of Tortola.

In Classic Class, the lovingly restored vintage sloop *The Blue Peter* was the victor. "We crossed the Atlantic in *Blue Peter* while taking part in a classic race from Cascais to Barbados and we plan to go to several Caribbean regattas," said skipper Mathew Barker.

The BVI Sailing Festival concluded with a lay day with all sorts of fun in the sun. Meanwhile, eight teams took part in the Sol Optimist Challenge held off the beach at Nanny Cay Marina. The relay race, with teams of three, was organized by the Royal BVI Yacht Club to showcase their youth programme funded by Sol. In the final heat the winning team was Rayne Duff (Racer), Richard Wooldridge (Adult) and William Dawson (Beginner).

Spring Regatta

Three days of world-class racing action and partying under the stars was the format and the regatta proved one of the most exciting for many years. After calm conditions on day one, the second two days had extremely windy conditions with 20 knots of breeze and lumpy seas turning the Sir Francis Drake Channel into a high speed, action-packed arena.

In Spinnaker Racing 1, Sergio Sagramoso's Puerto Rican J/122, *Lazy Dog*, finished the regatta with a bullet and a third place to win the class. Debbie and Dave Clasen's Tartan 10, *Windemon*, had an excellent regatta to finish top of Spinnaker Racing 2.


The BVI Melges 32, *INTAC*, skippered by Mark Plaxton scored five wins in a 10 race series in Spinnaker Racing 3, to win the class and the award for best BVI boat of the regatta.

In Performance Cruiser 1, Hamnett Hill's Canadian Marten 49, *Defiance*, scored five wins out of six races to win the class by a big margin. The surfing conditions and reaching courses suited the team over their heavier displacement rivals.

In performance Cruiser 2, Harold Keating's J/95, *Shamrock VII* had a perfect score for the last two days to win the class. Stanford Joines J/36, *Paladin*, was second, the schoolteacher from St. Croix had pupils on




PHOTOS: TODD VANSICKLE/BVI SPRING REGATTA



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board from St. Croix Central High School with an average age of just 14.

Chuck Pessler's *Team Island Water World Racing* from St. Thomas dominated in the IC 24 Class ending the regatta with a perfect string of bullets.

Charlton & Bonanni's C&C 41, *Red Stripe Reba* was the winner in Jib & Main 2. "We have come second in class for the last two years so it is great to win this year, the crew have been fantastic in the lively conditions," Bonanni said.

Three teams from Holland occupied the podium for Bareboat 1. Although Rene Van Dop's *Aquaholics* sealed the class win, he said winning wasn't that important. "We are a group of friends who come over from Holland to enjoy sailing in the Caribbean and we have absolutely loved coming to these beautiful islands, everybody has been so friendly, it just doesn't get better."

In Bareboat 2, Peter Nielson's *Merlin Kief* won the class from Radboud Crul's all Dutch team on *Dundee*. John Pinheiro's team, *The Whalers*, from the New Bedford Yacht Club, took third.

The Regatta Village at Nanny Cay Marina hosted the BVI Spring Regatta Awards Ceremony. Premier and Minister of Finance & Tourism Dr. the Honourable D. Orlando Smith, OBE, was guest of honour along with representatives from all top sponsors.

This year, the BVI Spring Regatta & Sailing Festival had the honour of being acknowledged the first Carbon Neutral regatta on the planet, awarded by Sailors for the Sea.

Visit: <http://www.bvispringregatta.org>



Race report by Louay Habib

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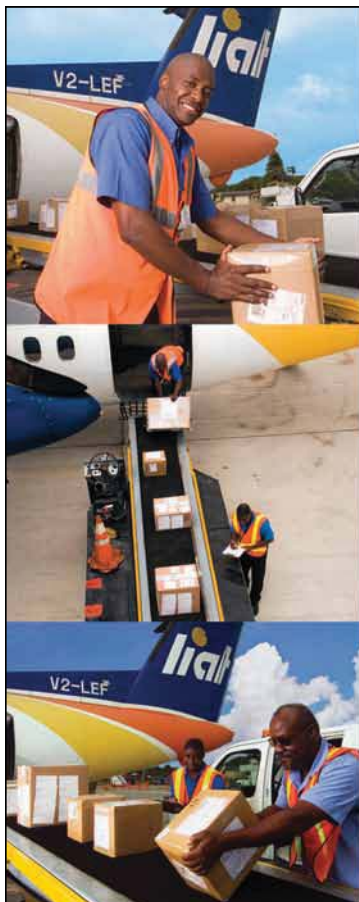
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HIGH DEFINITION EXPERIMENTAL GRIDDED MARINE FORECASTS NOW AVAILABLE

BY TERRY BORAM



BY CLINT BORAM

Mariners navigating the offshore waters in the Gulf of Mexico, Caribbean Sea, and portions of the tropical and sub-tropical North Atlantic Ocean have relied on the Tropical Analysis and Forecast Branch (TAFB) for weather analyses, forecasts and warnings. Over the past four years, the TAFB launched a grassroots effort to configure the Advanced Weather Interactive Processing System (AWIPS) Graphical Forecast Editor (GFE), currently used by local National Weather Service Forecast offices, for their offshore waters forecasting. I sat down with Hugh Cobb, Branch Chief at TAFB, to discuss the experimental gridded marine forecasts as well as a revision to the Mariners 1-2-3 Rule.

TAFB, a branch of the National Oceanic and Atmospheric Administration (NOAA)'s National Hurricane Center, has an offshore area of responsibility of 14,000,000 sq nm; the largest marine areas of respon-



Hugh Cobb, TAFB Chief, demonstrating the use of the GFE 'Smart Tools'

BY CLINT BORAM

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sibility in the world. Until recently they had been producing over 100-products a day using antiquated forecasting procedures. Their diverse customer base of pleasure craft owners, fishermen, commercial operators and oil companies relied on these products to keep them out of harm's way. The lengthy text forecasts and the low resolution 24-hour legacy wind/wave charts displaying fronts, troughs, and pressure centers, were often confusing and unable to resolve considerable variations in conditions between diverse geographical areas such as east versus west of the Bahama Bank.

With a map of TAFB's territory displayed, Hugh explained that as part of the transition to the production of gridded marine forecasts in GFE, the territory was divided into 32 zones allowing forecasters greater ability to monitor local weather patterns and providing end users with forecasts for specific areas of interest. Once the GFE software was initialized, forecasters could load model outputs to grids at high spatial and temporal resolutions. Now, surface wind speed/direction, surface wind gusts, significant wave height and marine hazards are available at a spatial resolution of 10 kilometers, with the initial temporal resolution of six hours out to 144 hours or six days.

Forecasters are using the GFE 'Smart Tools' to adjust model output allowing improvement in local geographical and topographical effects, as well as softening forecast differences between neighboring zones and offices. Hugh explained, "Forecasters are able to manually make adjustments to model data based on their expertise, local knowledge and marine effects." With the latest forecast displayed on the GFE, Hugh walked me through the software, highlighting just a few aspects of its potential.

Beginning with the official saved forecast, forecasters can now blend two or three global models to produce an ensemble forecast. For example, if over the last six hours the UKMET forecast model proved more consistency with the actual observations the forecaster can then blend that model with the original forecast giving it a higher weighed value. Using a brush tool they are also able to 'soften' hard edges in the forecast parameters providing a better transition between higher and lower winds, wind gusts or seas. As Hugh showed me more of the tools the GFE had to offer, he stated, "The Smart Tools allow for science to better be incorporated into the forecasting process."

Another new feature that mariners will see this hurricane season is a revision to the Mariners 1-2-3 Rule or Danger Rule. This rule assumes an average forecast track error of 100-200-300 nm at 24-48-72 hours, respectively, creating a large avoidance area for mariners. Hugh stated that this 'over-warned' cone was forcing many of their legacy customers such as freighters to divert over large areas, costing them lost time and revenue.

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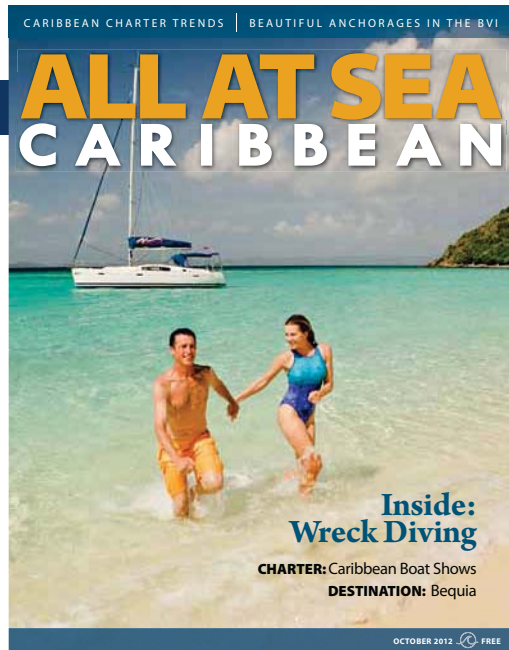
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WEATHER KNOWHOW

The TAFB experimental gridded forecasts are available in the National Digital Forecast Database (NDFD). Mariners can access them via: Gridded Binary Version 2 (GRIB2) files via Hypertext Transfer Protocol (HTTP) and File Transfer Protocol (FTP).

Extensible Markup Language (XML) via Simple Object Access Protocol (SOAP).

Graphics via web browser: www.nhc.noaa.gov/marine/grids.php



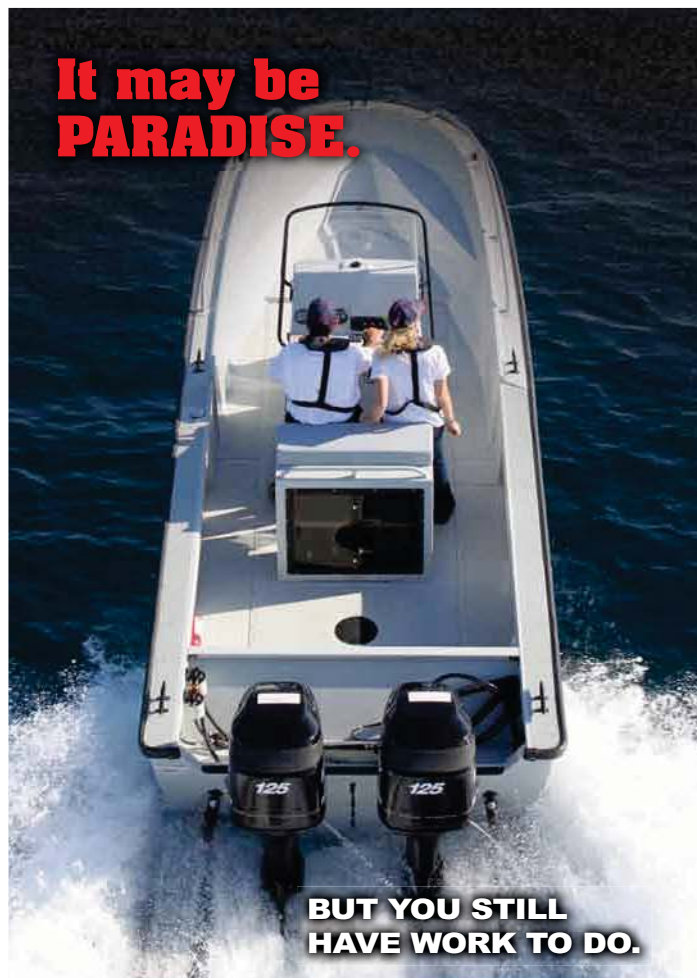
The calculation for the experimental Tropical Cyclone Danger Graphic includes historical track and intensity errors, whether the alternative track over land or water, and the size of the cyclone at the start and the typical changes it could make as it strengthens and moves forward. The result is the probability of actually experiencing certain wind speeds. The new avoidance swath will display a 5% 34-knot wind speed probability, representing low to medium risk, denoted within a dashed line and a 50% 34-kt wind speed probability denoted within a solid line representing a high risk of tropical force winds.

"Educating our current and new customers is key in the success of this program," Hugh emphasized. Comments and feedback are highly encouraged.

For more information or to provide feedback, go to: www.nhc.noaa.gov/marine/grids.php

Terry Boram simply enjoys being around the waters. Whether it's sailing with her husband on their 34ft trimaran, kayaking, SUP or walking the beach she always finds something fun to write about.

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DESTINATION PANAMA

PORTOBELLO – A TASTE OF HISTORY

STORY AND PHOTOS
BY ROSIE BURR



Sentry box at Fort Santiago with view of the bay

Portobelo is a sleepy town on Panama's northern coast that is shrouded in superstition, veiled in speculation and runs deep with historical significance. The docile town of today belies the notable past it once held.

Portobelo, meaning beautiful port, due to its natural beauty, was discovered and named by Christopher Columbus in 1502, and founded in 1597 by Francisco de Valverde y Mercado. As the harbor lent itself to fortification, King Filipe II of Spain ordered defenses to be built to protect his bullion and galleons. It was to become the hub of Latin America in the transfer of silver and gold where, once a year, a fair lasting from 30-60 days was held and the town became alive with activity. More forts were built to protect the Spanish colony from pirates. Even before the town was founded it suffered attacks at the hands of Sir Francis Drake who later became ill here and died from fever. It is said his body is buried at sea just outside the harbor in a lead coffin. But despite all these forts, the likes of Captain Morgan and Admiral Vernon invaded and captured the town. The Spanish eventually abandoned the isthmus in favor of the longer sea-route around Cape Horn.

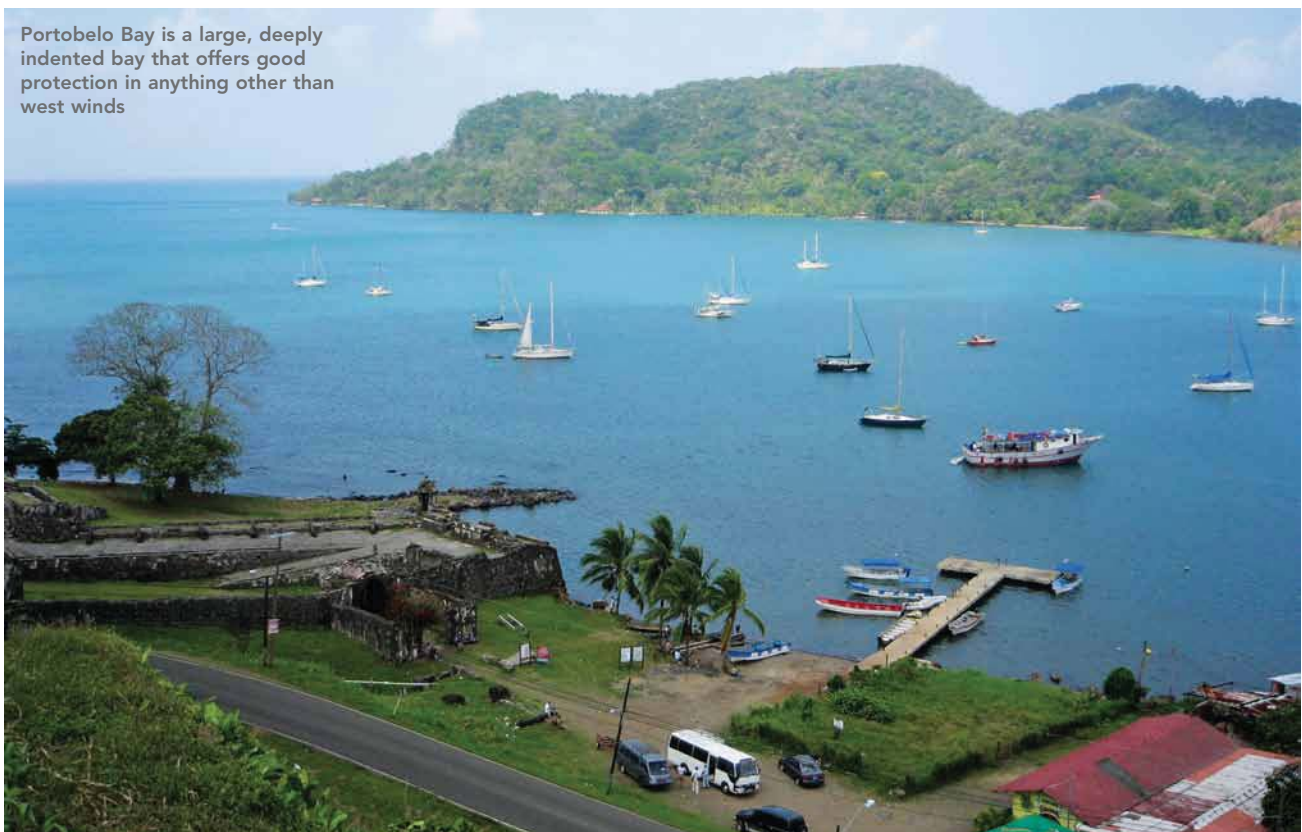
Today Portobelo, a UNESCO world heritage site, makes a logical stopping place for cruisers traveling between the

Even before the town was founded it suffered attacks at the hands of Sir Francis Drake who later became ill here and died from fever.

San Blas and Colon. It is an excellent natural harbor and is well protected in anything other than west winds. The most popular anchorage is just off the town, however, across the bay, in the shadow of Fort San Fernando, is an alternative anchorage that is by far the less crowded. Fort San Fernando can be visited by dinghy where you can walk around the grassy remains of the ruins; unfortunately, during the building of the Panama Canal the Americans used stone from the fort's walls to build a breakwater to protect the northern end of the canal. Fort San Jeronimo is in the town centre and was the largest built to protect the bay. Slightly further but still within the town limits and by the main pier, is Fort Santiago. Another place to visit of historical interest is the Real Aduana de Portobelo or customs house; a fine looking building dating back to 1630 when it was originally built by the Spaniards as a counting house for the king's gold. The two-roomed building now serves as an exhibition displaying replica rifles from colonial times as well as many pictures and



The colorful old American school busses brighten the streets of Portobelo



Portobelo Bay is a large, deeply indented bay that offers good protection in anything other than west winds

Destination Panama

Fort San Fernando was built over two levels to protect the bay



Alianna at anchor on the quieter northern shore under the shadow of Fort San Fernando



drawings of the forts. Dozens of purple robes are on display, which were worn by the followers of the Black Christ.

The Black Christ is a dark wood effigy in the San Filipe Church. It is cloaked in myth and speculation. There are many stories pertaining to how the statue of Jesus of Nazareth arrived in Portobelo, but it is believed that it originated from Spain, perhaps as early as 1658 and arrived aboard a ship that was washed ashore by a storm. When the statue was found, it was placed in the church out of respect. The figure, which stands 1.5m (4.9ft) high has become one of the most revered images in Panama and is surrounded by stories of miracles. Every year, on October 21st, a festival is held and pilgrims travel from afar to celebrate and pray for miracles. The Black Christ is brought out and paraded through the streets as the pilgrims follow behind, many wearing purple robes and carrying lighted candles, before the statue is returned to its resting place within the church.

The Black Christ is brought out and paraded through the streets as the pilgrims follow behind, many wearing purple robes and carrying lighted candles.

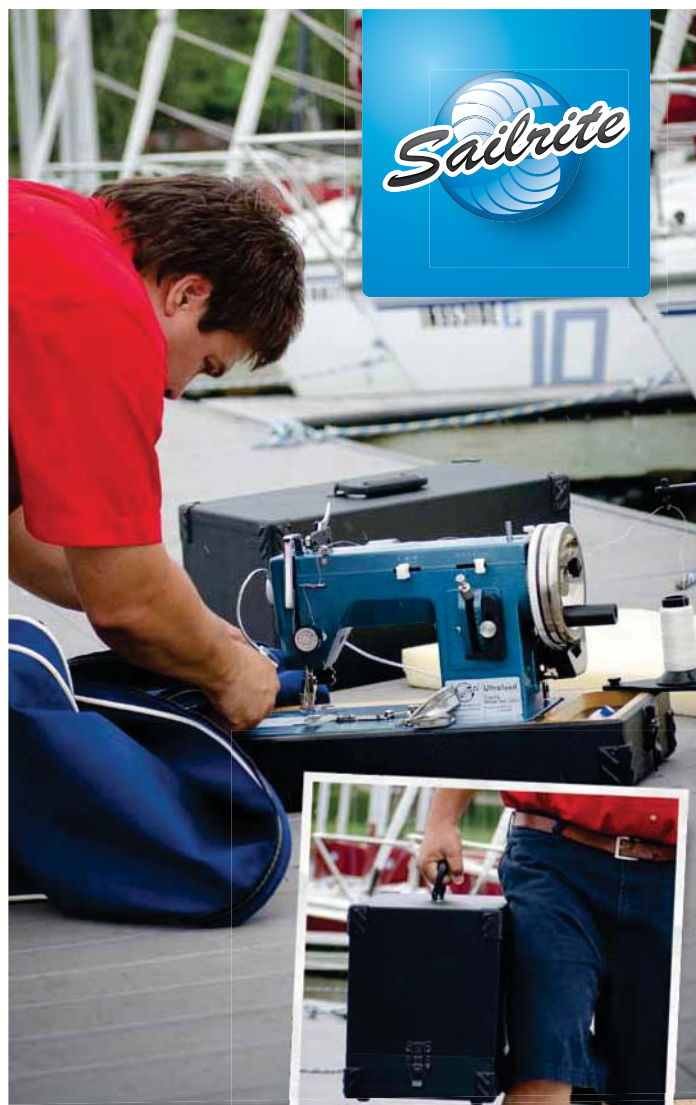
Another celebration that you may witness is Los Congos. If you are walking through the town and are stopped and held hostage by a scraggy looking clown person wielding a wooden sword, then you have been caught by a 'Los Congos' which is both the name of the person and of the festival. Los Congos is held on New Years Day and patron saints' days in Portobelo and other provinces. The tradition dates back to Panama's slave trade when black slaves escaped into the jungle and formed their own communities. Today the festivity involves taking passersby hostage and demanding a ransom fee – normally a few coins will suffice.

If walking around all these forts is too much, then why not take your dinghy up the mangrove canal at the end of the bay, where you can switch off the engine and quietly row while listening to the hum of nature under the shady canopy of the vines. Or take a bus journey on one of the old American school buses that have been painted in fabulous colors and blast Latin American music.

Next time you are sailing past Portobelo, drop anchor off this small, sleepy town with its ramshackle buildings built upon old ruins and take in a view that has been admired for centuries.



Rosie and her husband Sim Hoggarth from yacht Wandering Star have cruised the Caribbean and North America full time for nine years. Visit their blog: www.yachtwanderingstar.com





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A LEGEND SAILS HOME

BY JAN ROBINSON



Red socks were worn to honor the memory of Sir Peter Blake

CERAMCO NEW ZEALAND, a 68ft Bruce Farr design, was a notable addition at the Rolex Sailing Regatta held at the St. Thomas Yacht Club, March 22-24 2013. The sleek CERAMCO was originally built for and raced by the legendary Sir Peter Blake in the 1981-82 Whitbread Round the World Race, which he skippered with an all-Kiwi crew. Owner/Captain, Dianne Masters and crew all wore the red socks during the Rolex Regatta, a gesture made famous by Sir Peter to bring good luck.

How Masters came to own CERAMCO is quite a story. She grew up in Newport, RI, and as a youngster spent most of her time around the water. At age 18, she set sail from Newport to the Caribbean with little knowledge of boats or sailing other than the adventure stories she had heard. At her farewell party, her mother offered her \$10,000 and a 1967 Mustang convertible to stay. Her Dad gave her \$100 and told her not to fall off the boat!

Masters has had an encyclopedia of experience since her maiden voyage. Arriving in St. Thomas, she met the captain of a 53ft Blue Water Pearson and managed to fake cooking well enough to secure twelve weeks of charter. Becoming a passionate sailor, she moved aboard *Sumurun*, a classic



Dianne Masters, owner of CERAMCO, the yacht made famous by legendary Kiwi sailor Sir Peter Blake



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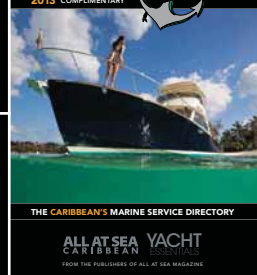
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95ft Fife racing yacht. After having spent a couple of years working on a variety of vessels, she then joined an 80ft maxi racer on its way to Los Angeles, where she jumped ship. She worked for Soundings Magazine selling ad space, then returned east and bought a construction company.

In 2005 Masters spotted a one-line ad in Soundings for a 68ft Farr Aluminum Race Boat, at a good price. The owners, Fred and Eileen Mills (STYC members), had bought CERAMCO from a doctor in Ft. Lauderdale, who had bought it from Peter Blake's Trust. Eileen Mills said, "When Peter Blake designed the boat, he did it with the thought of 'life after racing' - cruising", which the Mills did from 2002 - 2005, with their sons Nelson and Freddie.

In 2007 Masters sold everything and headed south to Bermuda and St. Thomas on CERAMCO.

When she purchased the boat, she was unaware of the yacht's famous history. But after reading the book *Blake's Odyssey*, she decided not to do the complete refit she had in mind. Below deck has been modified but everything topside is faithful to the original design. On learning she owned a special piece of New Zealand's yachting history, Masters spearheaded a project to raise money to sail back to Auckland this year and donate CERAMCO to the NZ Maritime Museum. When asked why, she answered, "I just think it's the right thing to do."

To accomplish this feat, Masters has launched a creative fundraiser by producing a giant photograph of CERAMCO, cutting it into 10,000 pieces and selling each piece for \$10 a square. To participate, purchase one or more 'pieces of history' and follow her progress from the Caribbean to New Zealand. On arrival in Auckland, Masters plans to attend the special 'Mast Falling Down' party on September 17th, an annual tribute to Sir Peter Blake, CERAMCO and crew.

CERAMCO plans to leave St. Thomas around May 15th, cruise to the Galapagos Islands and then sail the longest downwind run in the world, to New Zealand. There, the boat will pick up a Kiwi crew and compete in the Rolex Sydney Hobart race in December. "In light winds, we don't have a chance of winning, even with the red socks," says Masters, "but give us at least 25 knots and we are untouchable".

To help deliver and inspire, be part of Dianne Masters' voyage by buying a few squares of the giant photograph! For information, visit: www.ceramconz.com or email: dimasters@aol.com or Jan@shiptoshoreinc.com

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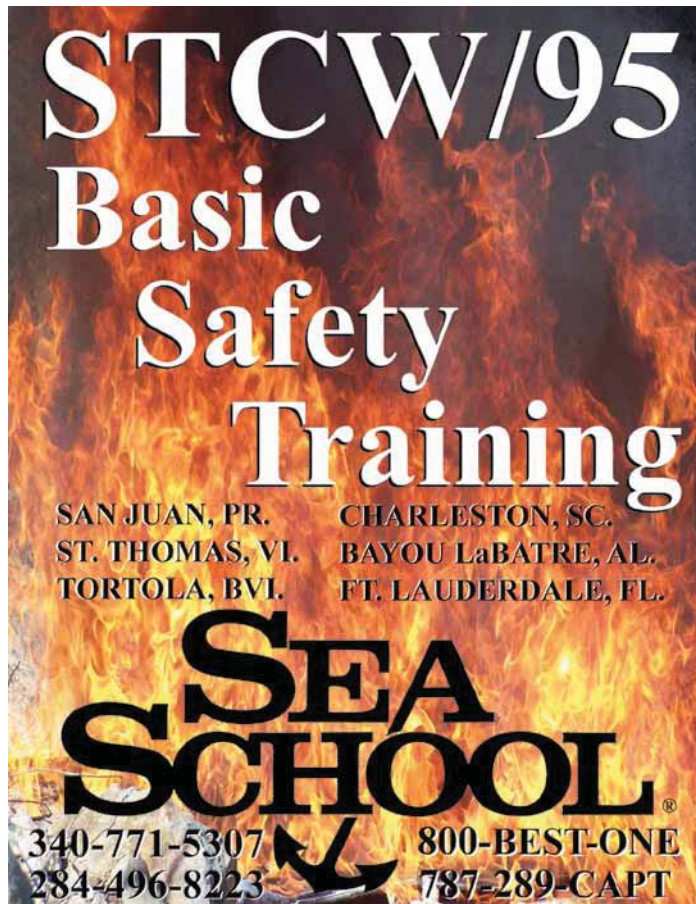
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YOUNG ST. MAARTENERS SET OUT ON CIRCUMNAVIGATION

BY ALLARD STAMM



Ready to set sail, from left: Kippy Gilders, Alex Nebe, Maria Merckens, Max Loubser and Laura Bijnsdorp

The yacht *Corina IV*, a Beneteau Oceanis 52, departed St. Maarten in May on a 60 country, five continent, circumnavigation of the globe. Five young friends, Laura Bijnsdorp, Kippy Gilders, Alex Nebe and Maria Merckens, who grew up together on St. Maarten, comprise the crew. The boat is skippered by Max Loubser, one of the youngest captains in the Caribbean. Together they aspire to be the first St. Maarten vessel to sail around the world.

Because circumnavigations are still quite rare – more people have scaled Mount Everest – any attempt to sail around the world captures our attention. No real sailor can say they didn't envy Laura Dekker, the fourteen year old Dutch girl who started and finished her record-breaking circumnavigation in St. Maarten. Since Joshua Slocum made the first solo around the world trip in 1895 we have been in awe of those who take on the oceans in small boats. Such ventures led to knighthoods for Sir Francis Chichester and Sir Robin Knox-Johnston as a grateful Britain acknowledged the outstanding performance of its sailors. Similarly, America provided the world with our first reality event as we followed 16-year-old Robin Lee Graham, in his tiny 24ft sloop *Dove*, when he made his way around the world. Whether solo or

crewed, non-stop or multi-stop, no other sailing endeavor draws equal respect.

During the voyage, the crew will take part in a study conducted by Plymouth University in England. Using a Secchi disc, they will measure sea water turbidity and transmit data and GPS information back to the university via an app. The data will be used by the university as part of a multi-year global study of plankton, without a doubt one of the most essential components of the food chain in our oceans.

As they sail west, the crew will also be donating used snorkeling gear collected in St. Maarten to the fisherman of Ile-a-Vache, Haiti.

The circumnavigation is dedicated to Environmental Protection in the Caribbean (EPIC), an organization that is doing great work particularly in protecting St. Maarten's Simpson Bay Lagoon. The voyage is also dedicated to International Bipolar Awareness – a cause close to the heart of the owner of the vessel. His wish is for anyone dealing with a bipolar diagnosis to know the peace and inner strength that comes from sailing and the sea.

To follow *Corina IV* and her young crew, visit: www.readysetsailnow.com or go to their Facebook page: Ready Set Sail



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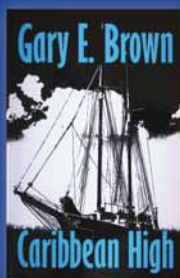
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LES VOILES DE SAINT BARTH

A RECORD NUMBER OF BOATS

BY ELLEN LAMPERT-GRÉAUX



PHOTO: LVSB

Chalking up another class win –
Budget Marine/Gill

The 2013 edition of Les Voiles de St Barth broke the event's record in numbers, with 62 sailboats of various sizes racing the week of April 8-13. With winds up to 20 knots, the racing was tough for some, with torn sails and broken masts. One casualty was St. Maarten sailor Frits Bus, skipper of the Melges 24 *Island Water World*. Bus was heading toward the top spot in his class until a broken mast left him in second place, behind rivals *Budget Marine/Gill*.

Les Voiles takes place right on the heels of The St Barth Bucket, barely giving the island a chance to breathe between regattas. But the landscape of the race is different: the Bucket fleet of 36 boats—almost all over 100ft—disperses, and while a few stay around for Les Voiles, it's not the same kind of regatta with a majority of the boats much smaller and from around the Caribbean, including St Barth.

But there were some big beauties in the Maxi and Maxi/Racing Class. For example, Jim Swartz's TP52 *Vesper* won all five races for the Racing Maxi Class, taking home the handsome RM028 Special Edition 'Les Voiles de St. Barth' watch presented by Richard Mille, the main sponsor of the race. In winning, Swartz remarked: "This week has been

pretty typical: constant wind, 15-17 knots; predictable but shift, with challenging and nice waves on the back side of the island. Kind of a sailor's paradise; the race committee does a great job, the people are terrific."

Selene, a Swan 80, was awarded a titanium RM 028 Automatic dive watch from Richard Mille, having beaten *Whisper* and *Idea of London* (and the Swan 100 *Varsovie*, which retired from the regatta after damaging its headstay on the first day) in the Maxi Class. Other winners include *Heroína* in the Classics, *Paradox* in Multi-Racing, *L'Esperance* in Non-Spinnaker, *Music* in Spinnaker 1, *Lazy Dog* in Spinnaker 2, and *Credit Mutuel Martinique Premiere* in Spinnaker 3.

The fifth edition of Les Voiles de Saint Barth will be held on April 7-12 2014. For more information and full results, visit: www.lesvoilesdesaintbarth.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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ANTIGUA

A FREERIDE WINDSURFER'S PARADISE

STORY BY TEZ PLAVENTIEKS
PHOTOS BY CHRIS MORGAN



Picture yourself blasting across bubblegum blue water – a small ramp forming every now and then to launch off. Never too windy but always some form of breeze. Heading back to shore the tropical greenery flutters in the wind and the whole vista is picture postcard stunning.

If that doesn't get you frothing at the mouth, then nothing will! Antigua truly is a freeride windsurfing paradise.

First impressions

Flying into VC Bird Airport is ideal for windsurfers, as during the approach you swoop down to sea level and are given a bird's eye view of the conditions.

Trade Winds hit the northern part of the island first – and it's here that the majority of the windsurfing action takes place.

If you don't want to drive too far for your windy fix then it's best to pick an accommodation option in this area. There are plenty to choose from, particularly around the Dickenson Bay area, which just so happens to be on the main road

that swings past Jabberwock Beach – probably the most consistent and popular spot on the island.

Here the breeze puffs straight onshore, allowing you to sail along parallel to the coast. A few small shallow reef areas can be spotted from the beach – some are buoyed-off for your safety – but other than that it's a great place to blast, gybe and jump.

If you spent your whole trip just sailing at Jabberwock Beach it wouldn't be a bad thing.

Further afield

Heading round the corner to the northeast side of Antigua, the wind swings a little more side shore from the right.

The UK water sports company Sunsail used to be based out of Club Colona in Hodges Bay. The hotel is still there, and remnants of old windsurf kit can be seen lying around, but they no longer hire gear or offer lessons.

There are access points to the water if you search, and the sailing here can be quite relaxing. There is usually a

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Waves? Oh yes ... if you know where to look



slight wind shadow on the inside but once off the beach the breeze is steady and consistent.

Venturing over to the Atlantic side of Antigua, many windsurfers choose to head to Half Moon Bay. The spot can be a little tricky to find but it's worth searching out as the sailing can be awesome. On its day the beach even gets a small wave for some aerial antics.

It's worth pointing out that the shore break can be challenging to the inexperienced. If it looks nasty—and you're not feeling confident—then avoid it.

Waves?

If you're a hard-core wave head then Antigua isn't the destination for you. A shallow reef shelf blocks most swell activity and surrounds the island. Having said that, there is one place which is pretty good, but you'll need a boat ...

Lying approximately four kilometres opposite the mouth of St. Johns harbour is a small sandy atoll sitting on its lonesome. Sandy Island nestles just outside of Antigua's reef barrier and picks up a decent amount of surf.

If you're competent in waves (and you'll need to be, as the break is shallow, fast and hollow) then with the right amount of persuasion you could get a local to ferry you across or even hire a craft yourself.

But remember – if things go awry, then it's a pretty lonely place!

Tuition and hire

Windsurf Antigua is based at Jabberwock Beach and offers kit hire and lessons. The gear available is freeride in nature (90L – 150 L boards) and will get you on the water in no time if you're not taking your own equipment.

Tez pops a little hop




Patrick Scales runs the outfit and is contactable via his website: www.windsurfantigua.net

Other options

If, during your visit, the wind should not blow then fear not as there are plenty of other activities to keep you amused.

St Johns is the buzzing capital of Antigua and has a choice of shopping outlets to browse.

Dickinson Bay features a number of water sports rental shacks that offer dinghy and catamaran sailing, waterskiing, wakeboarding and banana boat rides.

Eating and drinking is fantastic in Antigua with great restaurants on offer. On Sunday night Shirley Heights Lookout, overlooking Nelson's Dockyard, is the place to be. 

Tez Plavenieks is an experienced freelance writer specialising 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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BEQUIA HEINEKEN EASTER REGATTA 2013 BREAKS ALL RECORDS!

PHOTO COURTESY OF BEQUIA SAILING CLUB



Spectacular skills on display for the The First Citizens Big Boat Challenge for the cream of Bequia's double-enders

A record-breaking total of 54 yachts and 29 local double-enders registered to take part in the Bequia Sailing Club's 32nd Bequia Easter Regatta. Conditions were blustery and challenging but this could not dampen the spirits of the 83 boat fleet as they raced throughout the four day event.

Two, one-design Classes - one for the 25ft French 'Surprise' boats from Martinique, and the other for the popular J24s; a Racing (spinnaker) Class and two Cruising Classes made up the 54-yacht fleet. Competition was fast and furious in the blustery winds, however, the nightly awards ceremonies and get-togethers, hosted by the Bequia Sailing Club and sponsors Heineken and Mount Gay Rum, kept spirits and camaraderie at an all-time high.

Fourteen French yachts made the journey from Martinique to compete. They were joined by boats from around the Caribbean, USA, Canada and Europe.

Regatta Premier Sponsors First Citizens awarded unique teak trophies to the winners of Friday's First Citizens Yacht Races and Big Boat Challenge, whilst winners of Sunday's



Cruising I Class was won by the Luders 44 Frolic, skippered by Hans Lammers of Antigua

PHOTO COURTESY OF BEQUIA SAILING CLUB

11-boat entry Heineken single-handed Yacht Race and Monday's Heineken Yacht Races all received additional prizes courtesy of Heineken.

Regatta sponsors United Insurance lent their name to the J24 three-race series on Saturday, with the United Insurance Challenge Trophy going to the young crew from St. Lucia on *Bad Attitude*, skippered by Frederic Sweeney. The nine boat J24 Class competed fiercely throughout the regatta's six specially designed races. When the final results



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were tallied, *Bad Attitude* was the overall winner, thereby also taking the J24 Southern Caribbean's Champion Trophy for 2013. St. Vincent's own *Saltfish*, skippered by Philip Barnard took a well-earned second overall, pushing last year's Champion *Fadeaway* from Barbados into overall third place on a points tie-break.

Overall winners in the other four closely contested classes were Racing Class: *Lost Horizon* (James Dobbs, Antigua) with a typically impressive two firsts and a second, Cruising I: *Frolic* (Hans Lammers, Antigua), unbeatable with two firsts and a fifth place; Cruising II: *Leonora*, (David Spieler, Barbados); and Surprise: *GFA Caraibes* (Nicolas Gillet, Martinique) – runaway winner yet again with three first places.

On the local boat side, excitement ran at fever pitch on Good Friday for the First Citizens Big Boat Challenge, as the sleek new 28-footer *Fo' True* took part in her maiden race. Owned by Dylan Ferry from the Virgin Islands and built and skippered by master boat-builder Arnold Hazell, *Fo' True's* glistening varnished hull drew huge crowds of admirers. With nine entrants overall, the race was won by Bequia's own *Double Bluff*, skippered by Lachie King.

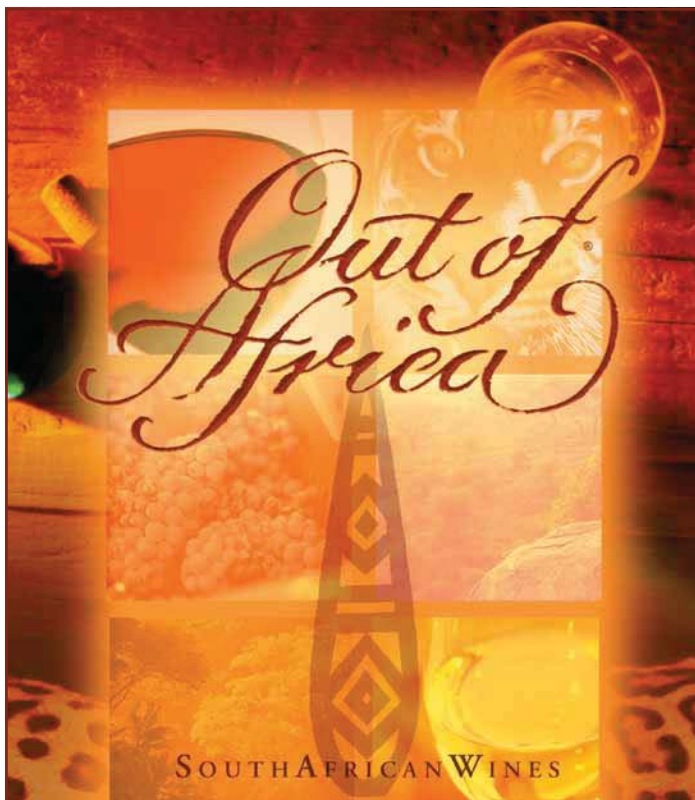
The 29-boat local double-ender fleet that took part in the three race series over the Easter weekend came mostly from Bequia, but also included boats from Canouan, Mayreau and Carriacou. Amongst the Bequia boats there were no fewer than seven competing with young Bequia sailors as crew.

With Monday's long Mount Gay Challenge race for the largest boats postponed because of difficult weather conditions, the overall winner of Bank of SVG Trophy in this 28ft Class 7 is yet to be decided. The other overall winners were *O Connie* (Class I, Wag Service Station Trophy) *My Way* (Class 2, RBTT Trophy), *Lightning* from Mayreau (Class 4, Mountain Top Spring Water Trophy), *Nerissa J 2*, (Class 5 Caribbean Woods Trophy), with 140-year-old *Iron Duke* taking overall honors in Class 6 with The Bequia Sailing Club Trophy.

A large crowd of competitors from both the local double-ender fleet and the yacht racing fleet were welcomed at the closing ceremony by Senator Elvis Charles, representing Minister of Tourism, Sport and Culture the Hon. Cecil McKie. Charles thanked the competitors and sponsors, and reaffirmed his ministry's commitment to supporting the Bequia Sailing Club in their work in putting on the regatta each year. Sir James Mitchell, founder of the Bequia Sailing Club, and Northern Grenadines MP Dr. The Hon. Godwin Friday joined the competitors at the gardens of the Gingerbread Hotel for the regatta prize-giving.

For full results, visit: www.begos.com/easterregatta

Report courtesy of Bequia Sailing Club



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OYSTER REGATTA GRENADA

ANOTHER WINNING EVENT ON THE SPICE ISLAND

BY LOUAY HABIB



Starry Night running before the wind

The Oyster World Rally may have set off from Antigua in January but the British company's burning desire to make sure their other customers in the Caribbean region are enjoying themselves has not diminished.

The Oyster Regatta in Grenada was a highly enjoyable blend of yacht racing brimming with sportsmanship and exclusive parties at locations to die for. The 'home' of the Oyster Regatta Grenada was Camper & Nicholsons' Port Louis Marina, Grenada. Nineteen Oysters – including four impressive Oyster 82s – enjoyed the fabulous facilities of Port Louis, which must have some of the friendliest staff anywhere in the Caribbean.

Grenada recently had a change of government and it was encouraging to see that two ministers attended the opening party at Mount Cinnamon. After an electrifying

performance by the Tivoli Drummers, Oyster CEO David Tydeman introduced the guests of honour for the opening night. Minister for Foreign Affairs, The Hon. Nickolas Steele and Minister of Tourism, Civil Aviation and Culture The Hon. Alexandra Otway-Noel. Minister Steele, an avid sailor, was delighted to accept an invitation to race with the Oyster fleet during the Regatta. The Oyster family enjoyed a sumptuous barbeque supper of traditional Grenadian dishes accompanied by one of the island's finest soul singers, Jenny Jeremiah.

Racing at the Oyster Regatta Grenada got off to a fantastic start with an adrenalin- pumping passage race to Le Phare Bleu on the rocky south coast, sponsored by Dolphin Sails. The trades seriously kicked in providing over 25 knots of deep blue Caribbean surf.



I was fortunate enough to hitch a ride on Hilton and Louise Nathanson's Oyster 82, *Mathilda Sound*. The couple had never raced before and, for their debut, were joined by their two sons, Oliver and Tate and accompanied by Oyster's Klaas Meertens and his son, Damian. Hilton steered all day but gave the honour of crossing the finish line to Damian Meertens. Oliver Nathanson caddied on the mainsheet, whilst Tate was in charge of furling the headsails. With three crew aged 12 or under, *Mathilda Sound* was a youthful affair but all three youngsters concentrated dutifully on their tasks. Watching these youngsters get into sailing with their parents reminded me of what a fantastic sport sailing is: three kids really enjoying a day with their parents and not a computer game in sight!

After racing, Le Phare Bleu organised a fantastic wel-

come in Petit Calivigny Bay. The old Swedish lightship *Västra Banken* was the venue for cocktails, accompanied by a floating steel band, before a fine buffet at Le Phare Bleu's al fresco restaurant.

Racing at the Oyster Regatta Grenada continued with glorious conditions for the predominantly downwind passage race back to Camper & Nicholson's Port Louis Marina, sponsored by Pelagos Yachts. Clear blue skies and 15 to 20 knots of south-easterly breeze provided a sublime reach back to Grenada's capital, St Georges. The Oyster fleet was a magnificent sight, gliding elegantly downwind with colourful spinnakers reflected in the crystal blue Caribbean water.

After racing, a cocktail reception at Camper & Nicholson's Port Louis Marina hosted by the Marine & Yachting Association of Grenada was followed by a fabulous night at the La Luna Resort. Tucked away near Morne Rouge Bay, the award-winning designer resort has been the secret hideaway of the rich and famous for the past 14 years. The owner Bernardo Bertucci, a self-confessed fan of Oyster Yachts, ensured that a fantastic time was had by all. With a lay day the next day, the party went on long into the night.

After a day of relaxing on the beautiful beaches of Grenada, the Oyster fleet returned to racing action with a tight and tactical triangular course just outside Port Louis Marina, sponsored by Lewmar. The penultimate party venue for the Oyster family was the unique tropical Aquarium Restaurant on Magazine Beach. After enjoying a few sundowners, the seafood barbeque included delicious local lobster and a freshly-sliced ham carvery, all served by friendly staff.

The final day of racing had both classes going to the wire, eventually Oyster 82, *Starry Night of the Caribbean*, held off a strong challenge from Michael Hahn's American Oyster 655, *Matawai*, to take the big boat class. Three British yachts occupied the podium in Class Two. Chris Glossop's Oyster 575, *Dreamer of Hamble*, took the win closely followed by Harvey & Sue Death's Oyster 56, *Sarabi*, and Richard & Angela Parkinson's Oyster 56, *Sophistikate*.

Racing was very competitive but Oyster Regattas are not only about racing, the occasions are ideal for families and friends who want to enjoy exclusive occasions in some of the most awe-inspiring sailing locations in the world and that was most certainly well achieved in Grenada.

For more information: www.oysteryachts.com



Louay Habib is a freelance yachting journalist. For the past twenty years, he has competed at yachting regattas and offshore events all over the world. Louay writes for a variety of clients including the Volvo Ocean Race and the Royal Ocean Racing Club.

CURACAO REGATTA 2013

WINDSURFING WELL REPRESENTED



Curaçao Regatta Windsurfers, winners from all classes (from left, standing): Ryan Richie, Richard Richie, Aron Etmon, Jean Paul Da Silva De Goes and Stijn Overwater; (from left, kneeling): Stefan De Bell, Lucas Van Neutegem, Oscar Etmon, Lara Overwater

It was action all the way at the Curaçao Regatta 2013 sailed over the last weekend in March off the beautiful coastal waters south of Curacao and Spanish Waters.

Organized by 'De Stichting Vrienden van de Curacao Regatta' this year's event brought together a splendid number of participants to compete in several different classes that included yachts (monohulls & Catamarans) Sunfishes, Centaurs (short and long keel), Optimists; Class A, B and C, and Windsurfers; Class A, B and C. The event was deemed a wonderful success by the competitors and by the public who went along in large numbers to enjoy the spectacle.

The windsurfing was spectacular with 22 sailors registered and taking part. Classes were divided into Windsurfing A, for the advanced windsurfers and ProKids; Windsurfing B, for those at intermediate level, and Windsurfing C for the rookies. The 2.85 nautical mile course for A and B classes took the fleet around the Yerba Islands. Windsurfers in Class C sailed a shorter, 1.41 nautical mile course out to a buoy at the entrance of Hyatt. All classes started and finished at Zeeverkeners.

Blustery conditions on the first day brought a taste of things to come and by day two the wind was gusting to 26 knots. This brought out the best in the windsurfers who showed a high degree of skill as they sped around the course, setting some very fast times. Although fun to watch, the competitors

fought hard for a podium place and while competition was fierce, sportsmanship was priority number one.

A press release detailing the regatta results included a thank you to the organizers of Curacao Regatta 2013, and made special mention of the volunteers, the sponsors, and all the participants, for making it a wonderful event. 🌊

WINDSURFING COMPETITION RESULTS

CLASS A

1st: Aron Etmon (CUR-2)
2nd: Jean Paul Da Silva De Goes (CUR-914)
3rd: Richard Richie (CUR- 182)

CLASS B

1st: Stijn Overwater (CUR-123)
2nd: Ryan Richie (CUR-172)
3rd: Oscar Etmon (CUR-211)

CLASS C

1st: Stefan de Bell
2nd: Lara Overwater
3rd: Lucas Van Neutegem



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RESURGENT SAILING

BONAIRE IS FAST BECOMING THE SAILING MECCA OF THE SOUTHERN CARIBBEAN

BY PATRICK HOLIAN

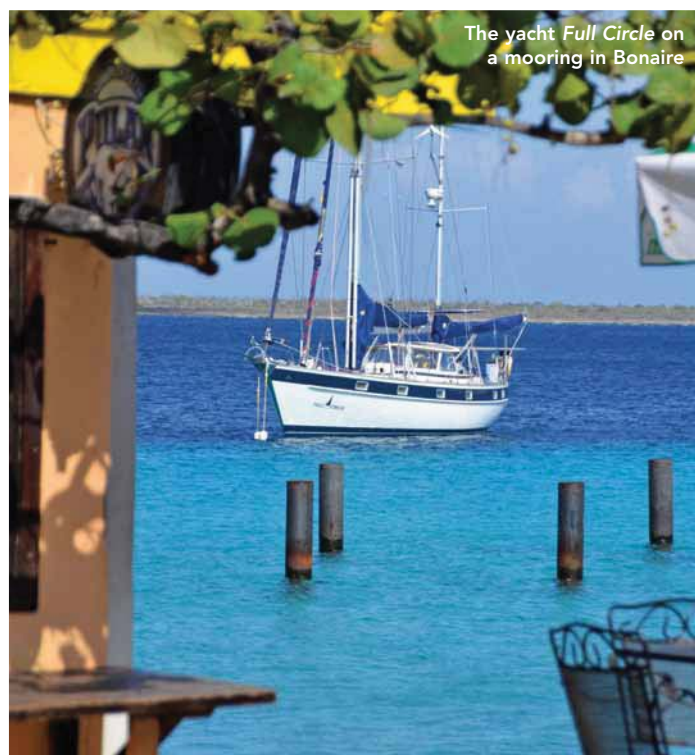


Dolphin off the bow of Southern Caribbean Sailing's Valk, coast of Bonaire

Bonaire is an island with a rich maritime past. For generations, its sailors left for jobs in the merchant marine, first on sailing schooners and then on conventional freighters. The Bonaire International Regatta came later and is now in its 45th year. Plus, the island has long been a favorite destination for those cruising the Dutch Caribbean. Even the country's colorful flag sports a compass rose rising above a symbolic slash of Caribbean blue.

In the past year Bonaire has experienced a resurgence in sailing. Beyond the small dinghies from the local sailing school, other sailboats are now dotting the waters along the island's calm leeward shore. One reason for that is Sailing Point Bonaire, the creation of Dutchman Mark Dieperink.

"Look at the water here," says Dieperink. "We always have good winds, small waves, and minimal current. It's perfect. And Klein Bonaire (the offshore islet) has such clear, dark blue water. I always say it is like cruising in Spa Blue (a Belgian bottled water). It is so beautiful here."



The yacht Full Circle on a mooring in Bonaire

Dieperink currently keeps three boats on moorings off Kralendijk, Bonaire's port town. They include a UFO, a Centaur, and a Yngling, the speedy Norwegian racer. All three sloops are around 20ft long and can be rented for day sailing. Also, there are two catamarans onshore from which to choose. In addition, Dieperink gives hands-on sailing lessons and serves as captain for those customers who just want a ride. But perhaps his biggest contribution is his volunteer work for the Bonaire Sailing School Association located at Kas Di Regatta, the regatta house.

"I've volunteered there for two years now. I like it because the local kids really want to learn to sail. I get a lot of enjoyment from them, and they are busy with sailing instead of hanging out on the street. I teach them on my Optimist, Laser or Sunfish dinghies and occasionally I take them out on my other boats."

But Sailing Point Bonaire is not the only game in town. South Caribbean Sailing, located at the Plaza Resort Marina, rents out the classic Valk ('falcon' in English). These Dutch-made 21ft, gaff-rigged, keel boats fly like the wind. I had the chance to find out first hand aboard *Tera Korá*, one of three Valks available for rent. Two friends and I glided silently out of the marina powered by the sloop's Torqeedo electric motor. We set both main and roller furling jib and headed south to Bonaire's salt pans. The Valk handled the 18-knot winds with ease, and by island's end we tacked back north. Later, an enthusiastic pod of dolphins raced off *Tera Korá's* bow in two meters of gin-clear water. It was a fine day at sea.

But South Caribbean Sailing also offers a bigger sailboat for those who want to wander from Bonaire's shores. *Nawati* is a spacious 46ft Beneteau owned by Werner Haan. He can arrange either bare boat or captained charters to Venezuela's uninhabited Aves Islands or neighboring Curaçao. Or one can choose the 49ft skippered Hallberg Rassy ketch, *Full Circle*, which often departs from Kralendijk.

"Sailing Bonaire is very nice with good winds and no waves along the coast," explains Captain Paul van der Linden. "Because of this we offer day trips sailing around Klein Bonaire and cruises to the north or south. Plus, we enjoy the excellent diving and snorkelling of Bonaire. But the island is also a very good place to welcome guests from Europe, and we often make trips to either Los Roques (Venezuela) or Curaçao."

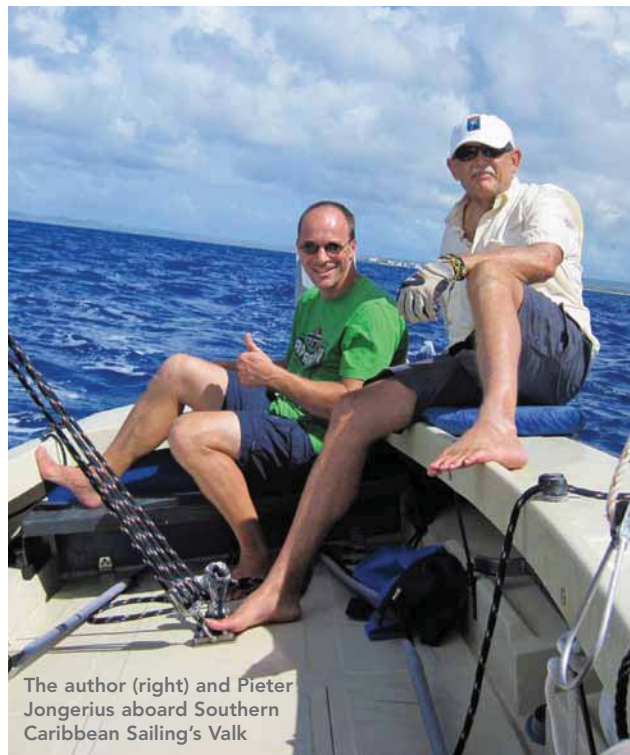
With this resurgent interest in sailing, Bonaire is now a destination for tourists and yachties alike. Visitors can learn to sail small boats along the sheltered leeward coast or take an adventurous passage to nearby islands. Visiting sailors can take a break from their large yachts and enjoy the simple pleasures of a daysailer. And for those of us who live here, we get to enjoy the pleasing view of white sails on the endless horizon.



When not writing for *All At Sea*, *Wooden Boat* and *Sailing* magazines, Patrick Holian can be found at the helm of his 14-foot catboat, *Kontentu*, cruising the shores of Bonaire.



Local kids enjoying a Sailing Point Bonaire sloop



The author (right) and Pieter Jongerius aboard Southern Caribbean Sailing's Valk

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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"	-64° 41' 53"	(284) 495-3349	7'	65'	18' and 40'	no limit	110/220	8-5, Mon-Sat	45	•	•	•	•	•	•	•
Tortola, BVI	Tortola Yacht Services	18 25 N	64 37 W	(284)-494-2124	10'	68'	20'	no limit	220V, 50A, 110V, 30A	7-4, 7days	70	•	•	•	•	•	•	•
Virgin Gorda, BVI	Virgin Gorda Yacht Harbour	12° 01:00	61° 40:05	284-495-5318	10	150	34	no 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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Tortola – Nanny Cay Marina – 70 BFM
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A1211



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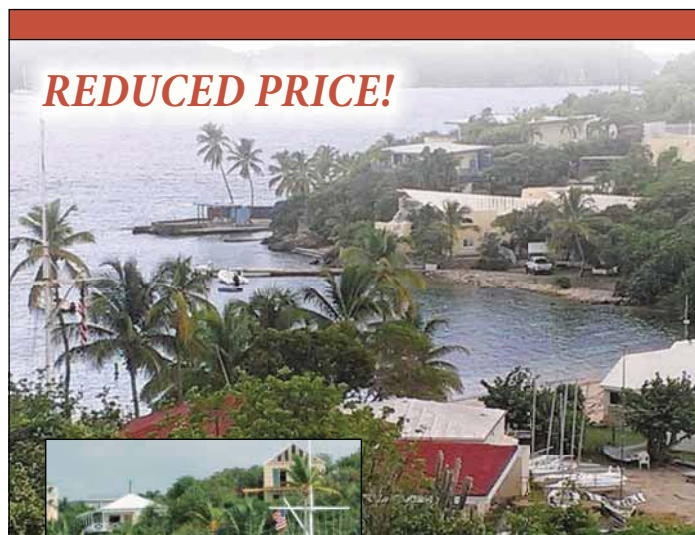
Christophe Harbour, St. Kitts. The harbor, beach and Nevis Peak are all part of the exceptional views from this 4 BR 4.5 BA residence on 129 Morning Rise Lane. Features include an expansive upper level master suite with private courtyard, three guest suites with private entry and direct access to the poolside terrace, and outdoor living space with wet bar and kitchen. Purchase qualifies for Citizenship by Investment program and Christophe Harbour Club membership. Price: USD \$3,450,000

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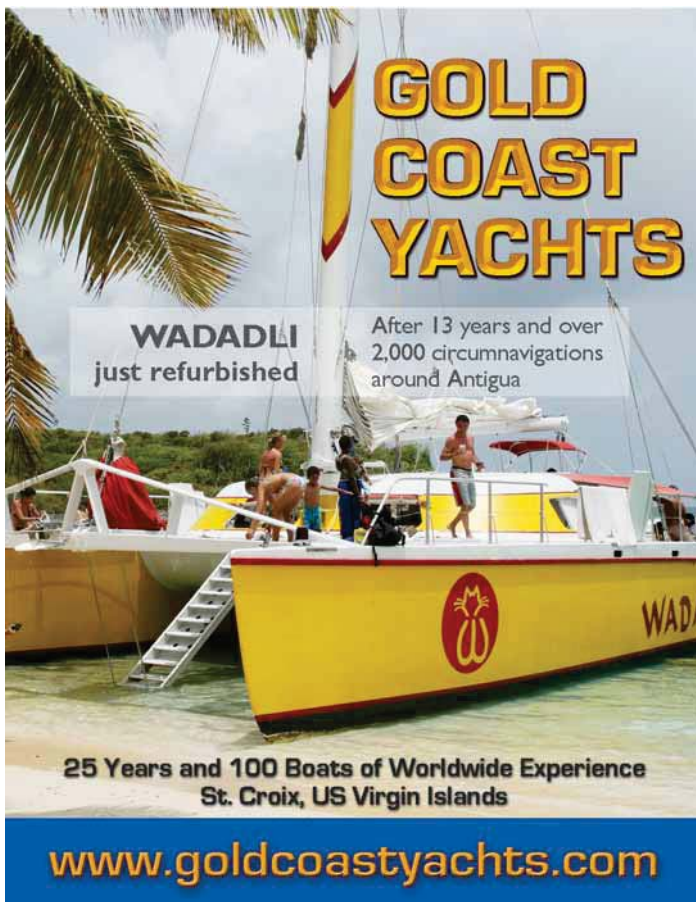
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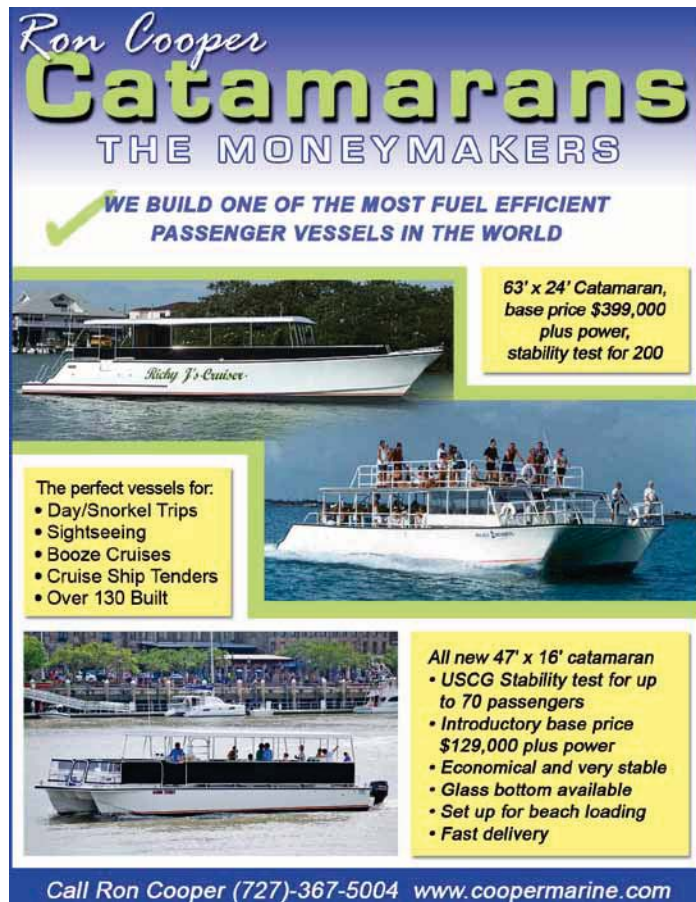
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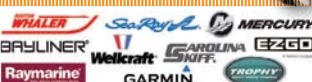
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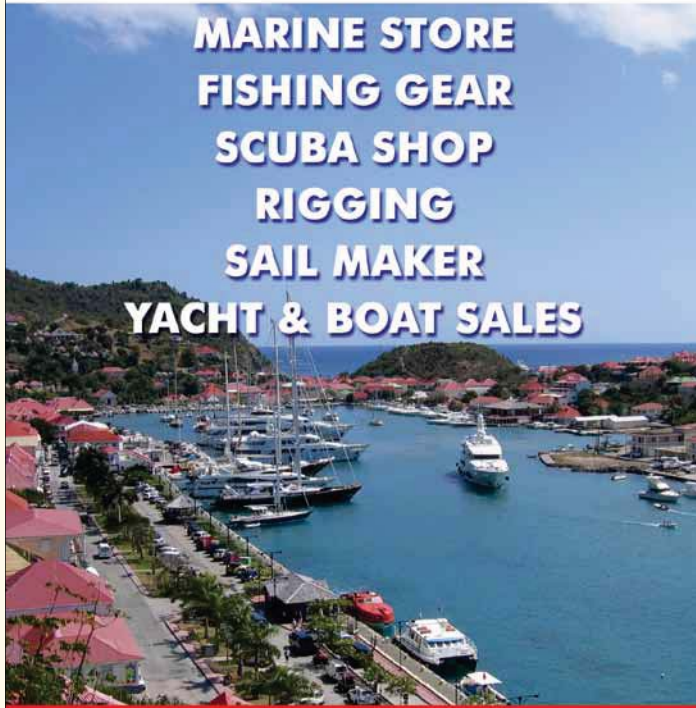
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THE DISH

STAY AFLOAT WITH THESE HEALTHY SUMMER RECIPES

BY CAP'N JAN ROBINSON

If you are looking to add new healthy recipes to your cooking repertoire, try some of these ...

No need to eat a boring salad night after night. Explore greens, vegetables and dressings to spice up your dinner. Try some delicious seafood recipes. We've also have some fresh fruit recipes for dessert. These summer recipes are sure to please every appetite.

VEGETABLE SALAD WITH SALSA VERDE

Preparation time: 10 minutes. Chilling time: 30 minutes

Cooking time: 1-1/2 hours. Serves: 6

4 medium beets (about 1lb) **1/2 cup chopped parsley**
Kosher salt **2 Tbsp brined capers,**
3/4 cup extra-virgin olive oil **drained and roughly**
1 head cauliflower, cut into **chopped**
bit-size florets **1 tsp finely grated**
1 cup baby carrots, cut **lemon zest**
and peeled **Freshly ground black pepper**
6 green onions, chopped **2 cloves garlic, finely minced**

Preheat oven to 350°F. Place beets on a piece tinfoil and sprinkle with salt and a little olive oil. Place in baking dish and bake until tender about 1-1/2 hours. Cool beets, peel and slice into wedges.

Meanwhile bring a large pot of generously salted water to a boil. Add cauliflower and cook until just tender, 4 to 5 minutes. Using a slotted spoon, transfer cauliflower to a colander and rinse with cold water until cool. Drain well and transfer to a large bowl. Return water to a boil and repeat with baby carrots.

In a medium size bowl, stir together oil, parsley, capers, zest, 3/4 tsp salt, pepper and garlic to make a salsa verde. Toss beets with cauliflower and carrots. Add green onions and arrange on a large serving platter and drizzle salsa verde on top. Serve at room temperature.

GRILLED BLACKENED CATFISH

Preparation time: 10 minutes. Chilling time: 30 minutes

Cooking time: 10 minutes. Serves: 6

12 oz/340g butter
6 fillets of catfish
2 Tbsp, Paul Prudomme's Blackened Seasoning

Melt butter in a saucepan with about 2 Tbsp of seasoning. Lay out the fish fillets in an oblong dish and season on both sides. Pour the butter on them and refrigerate until ready to cook. You want the butter coagulate.

Preheat the grill to very hot. Place the fish on the open grill (no aluminum foil on grate), this will cause the grill to flame up which will singe and blacken the fish quickly. After 4 minutes



turn fillets and cover with remaining spice butter. Grill for only 4 minutes more. Remove fish from grill.

Hint: Other fish are also good blackened.

FRESH PAPAYA TROPICAL

Preparation time: 5 minutes. Serves: 6

1 big papaya **Rum**
Fresh lime juice **Sweetened condensed**
Brown sugar **milk (optional)**
Nutmeg, freshly grated **GARNISH: Mint leaf**

Peel the papaya, discard seed and chop. Arrange papaya in large red wine glasses. Sprinkle with sugar, nutmeg, rum and lime juice. Top with a thin stream of condensed milk. Garnish.

VERY SPECIAL GRAPES

Preparation time: 15 minutes. Chilling time: 2 hours. Serves: 4

2 lbs seedless green grapes
1 cup sour cream
1/2 cup Grand Marnier (or to taste)
1/2 cup light brown sugar

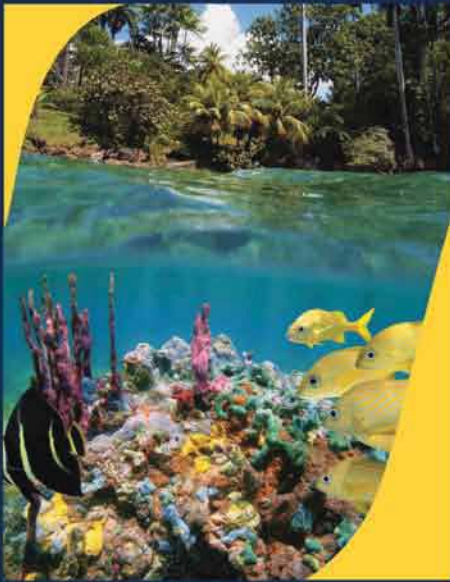
Combine sour cream and Grand Marnier. Add grapes and toss until coated. Sprinkle brown sugar on top. Chill for at least two hours. Serve in glasses



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

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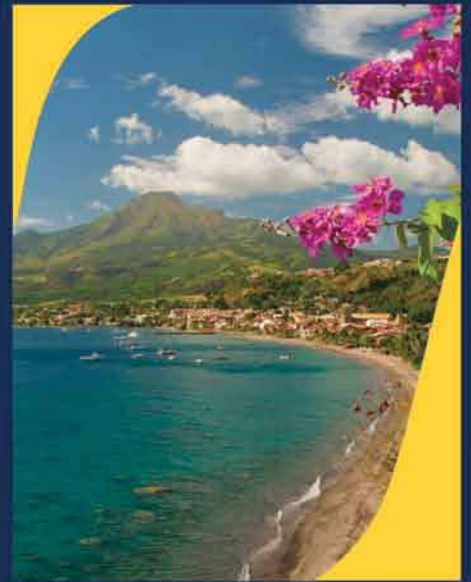
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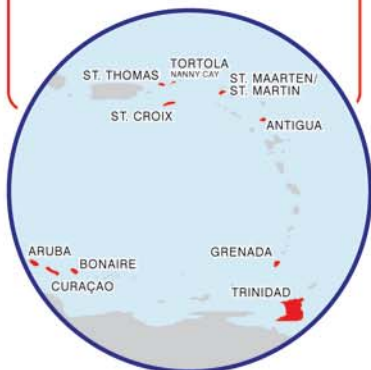
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