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Rigging Part 1

CAP’N FATTY GOODLANDER:
The Twin Realities of the ARC

YOUTH SAILING:
Sol International Optimist Regatta

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Editor’s Log

CROSSING OCEANS &
THE RISE OF MATCH RACING

By the time we go to press nearly seven weeks will have passed since the start of the Atlantic Rally for Cruisers (ARC) and all the excitement and drama of this famous event will be over, or at least we hope it is. It would be wonderful to interview all the skippers and crews and see if an ocean crossing lived up to their expectations. Was the voyage a dream fulfilled? Was it a disappointment? Was it a nightmare?

Of course, there were more people crossing the Atlantic other than those taking part in the ARC, and I would ask the same question of them.

Moving away from humor for this edition, Captain Fatty Goodlander takes a serious look at ocean rallies. Fatty was in Las Palmas for the start of the ARC and his report is a must read for anyone who took part in the rally or is thinking of doing so in the future.

In his article, Cap’n Fatty discusses the lone wolf’s quest for adventure against the needs of those sailors who find security in a group. It’s an age-old question that goes far beyond the cruising rallies.

I well remember my time as a delivery skipper and one particular job when I was contracted to bring a 34ft wing-keeled cruise-racer from Georgetown, in the Bahamas, to St. Maarten. The timing couldn’t have been worse as Hurricane Lenny was churning west to east through the northern Caribbean.

My crew and I arrived in Georgetown and immediately fell in with the cruising community who were waiting for a weather-window (read about weather-windows on page 32) to head south. Some of them had been there for four months. As a delivery skipper, they looked on me as some kind of guru and were shocked, after we had been there for just 36 hours, when I told them we were leaving in the morning. Our announced departure caused uproar, with people claiming we were sailing to our deaths and others arguing that they should leave with us. One man even said that to save us he would call the coast guard and have us arrested.

I had studied the weather carefully and knew of a downwind bolt-hole should hurricane Lenny re-curve through 180 degrees, which I thought unlikely. It was an informed decision. Come the morning, we hauled anchor. People manned their cockpits to watch us go. One woman even shouted “are you really going?”

Five days later we delivered the boat to St. Maarten. Perhaps the others are still in Georgetown.

It’s been described as ‘sailing with attitude’, ‘a contact sport’; ‘a war of attrition’. I am talking about match racing; a sport that is on the rise worldwide and nowhere more so than here in the Caribbean.

That match racing is becoming increasingly popular is no surprise as it means less arguing over ratings, arguments that have been know to spill out of the protest room and continue, kicking and gouging, on the bar room floor. That said, I have already heard some match race competitors muttering about how all the boats should be equal yet some are more equal than others, but that’s sailors for you. One thing I know is that more regattas are adding match racing to their events (see regatta preview on page 44) and the rise of match racing can only improve the sport and hone sailing and racing skills especially amongst the young who demand instant action in this ‘here and now’ world.

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      January – March

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Curaçao’s famous pontoon bridge out of action
Willemstad – the port of Willemstad was brought to a close November 11th when the famous Queen Emma pontoon bridge connecting the two sides of town was damaged and unable to open. The problem occurred one day ahead of the start of the Heineken Regatta and brought the entire port to a standstill. Working flat out, repair teams removed a damaged section of the structure and after several hours the bridge was opened allowing shipping to access the busy port. The pedestrians-only bridge remained in the open position for several hours until repairs were complete. With the bridge out of commission, the two ferries that operate a free service across St. Anna Bay were kept extremely busy.

HIHO Antigua Fun Cup
Gusty and shifty wind conditions greeted racers at the inaugural 2011 HIHO Antigua Fun Cup regatta in Falmouth, Antigua. Raced in new PICO dinghies, the event saw two-man teams comprising adult and junior racers battle it out over six races on the two-day regatta schedule. Junior racers then raced singlehandedly in two divisions: 12 and under and 13-18 years old. Antiguans Rocco and Paolo Falcone aced the double-handed division with Karen Porch and Tanner Esty in 2nd. BVI racers Sam and Andy Morrell took 3rd. Rocco Falcone won the tiebreaker with Sam Morrell for the singlehanded under 12 divisions while Hosea Williams took the older singlehanded division. The inaugural event saw competitors from Antigua, the BVI, Guadeloupe, France and the USA. Superb racing was complimented by meals hosted by the Antigua Yacht Club and a great dinner at Cloggy’s restaurant.

David Raison wins the Transat 6.50 onboard TeamWork Evolution
While not a true Caribbean race, we thought our readers would be interested in the Transat 6.50 because many of the yachts in the Caribbean will have followed a similar course across the Atlantic and experienced the large trade wind seas. Crossing an ocean in a large yacht is adventure enough but people like David Raison want more. Raison took on some of sailing’s best to win the Transat, in which-boats are limited to 6.50m (21.45ft) in length.

Raison sailed the 3120 miles long second leg between Madeira and Salvador de Bahia in 17 days, six hours and 13 minutes, at an average speed of 7.53 knots, and that’s remarkable. Although Raison is credited with having the skill to win, much praise goes to the designers of his state-of-the-art mini racer.

Editor’s note: In 1986, it took me 35-days to single-hand across the Atlantic in a 7.2m boat. Enough said.
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Please send future events to editor@allatsea.net. This month and next month’s events are currently published here and at www.allatsea.net. Your specific area may or may not be shown based on identified activities for these months.

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FEBRUARY 20
- ROORC Caribbean 600
  Sailing Regatta
  www.caribbean600.roorc.org
  racing@roorc.org.uk | +44 (0) 207 518 3131

JANUARY 27–29
- The Superyacht Challenge
  Superyacht Regatta
  www.thesuperyachtchallenge.com
  ptdeeth@aol.com | 268-464-7081

BARRABOS
JANUARY 21
- The Mount Gay Rum Round
  Barbados Race
  Sailing Regatta
  www.mountgayrumround.barbadosrace.com
  info@mountgayrumround.barbadosrace.com
  246-426-6434

BONAIRE
JANUARY 26–28
- The 24th Bonaire International Fishing Tournament
  Deep Sea Fishing
  www.itrainsfishesbonaire.com/p/15/116
  international-fishing-tournament
  Bonaire@budgetmarine.com

CARRARA, ITALY
FEBRUARY 8–10
- Seatec - 10th International Exhibition - Technology Subcontracting and Design for Boats Megayachts and Ships
  Industry Conference
  www.sea-tec.it | support@sea-tec.it

CHARLESTON, SC
JANUARY 27–29
- The Charleston Boat Show
  Boat Show
  www.thecharlestonboatshow.com
  email@JBMshows.com | 864-250-9713

GRENADE
JANUARY 25–29
- 43rd Budget Marine Spice Island Billfish Tournament
  Deep Sea Fishing
  www.sibgtgrenada.com
  rm@spicesisle.com | 473-440 3753

JANUARY 27–31
- 2012 Grenada Sailing Festival
  Camper & Nicholsons Racing Series
  Sailing Regatta
  www.grenadasailingfestival.com
  gsail@spicesisle.com | 473-440-4809

FEUITUO RICO
FEBRUARY 3–5
- Workboat Regatta
- Sailing Regatta
  www.grenadasailingfestival.com
  gsail@spicesisle.com | 473-440-4809

FEBRUARY 23–26
- South Grenada Regatta
  Sailing Regatta
  www.southgrenadaregatta.com
  race@roundgrenadarace.com
  473-444-2400

LONDON, UK
JANUARY 6–15
- London International Boat Show
  Boat Show
  www.londonboatshow.com
  info@boatshows.co.uk | +44 (0)1784 473377

MIAMI BEACH, FL
FEBRUARY 16–20
- Miami International Boat Show and Strictly Sail
  Boat Show
  www.miamiboatshow.com

MIAMI, FL
FEBRUARY 16–20
- The Yacht and Brokerage Show
  Boat Show
  www.showmanagement.com

PUERTO RICO
FEBRUARY 3–5
- Club Náutico de San Juan’s 11th International Regatta
  Sailing Regatta
  www.nauticodesanjuan.com
  vela@nauticodesanjuan.com | 787-722-0177

FEBRUARY 24–25
- SMYC Multi Hull Regatta
  Sailing Regatta
  www.multihullregatta.com | info@smyc.com

FEBRUARY 26
- SMYC Warm-Up Race for Heineken Regatta
  Sailing Regatta
  www.smyc.com | info@smyc.com

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JANUARY 21–22
- St Thomas Yacht Club 15th Annual MLK Regatta
  Sailing Regatta
  www.styc.net
  shepusvi@yahoo.com | 340-775-9000

VANCOUVER, BC
FEBRUARY 8–12
- Vancouver International Boat Show
  Boat Show
  www.vancouverboatshow.ca
  lwaddell@canadianboatshows.com
  905-951-4051

WORLDWIDE
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  imbic@marinassociation.org
  401-662-7334

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  Sailing Regatta
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JANUARY 14
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SAILING WITH CHARLIE
THE DONKEY

BY JULIAN PUTLEY

Charlie is often asked about the merits and defects of the various types of rigs on sail boats. Charlie is of the opinion that a cutter rig is the best option for a modern day cruising boat. Off the wind the cutter can expose a large sail area to the wind while in heavy weather a reefed mains’l and stays’l provide a well balanced rig that is easy to handle. The most common question Charlie is asked by potential boat buyers is: “Would you recommend a catamaran or a mono hull?”

The answer is always, “Well, what do you intend to use your sailboat for?”

If you are Caribbean island-hopping then a ‘cat’ would probably be your best choice. The reasons are: shallow draft, wide beam allowing minimal heel, spacious cabins, large cockpit, generator space, trampoline for many fun activities and large bridge deck (on certain models) for great visibility.

For offshore sailing in the higher latitudes then a mono hull, with its forgiving heel in stormy weather and the righting ability afforded by a substantial keel, would be my choice – for the safety factor.

One day, on a shore excursion, Charlie discovered that landsmen have to make similar choices: Three Islanders were sitting at the domino table outside a rum shop discussing the merits of a donkey, a mule, a burro and an ass. One of the players, a toothless old fella in a cloth cap, slammed a domino onto the table and declared that a burro was the same thing as a donkey. He also explained that a jackass was a male donkey while a jenny was a female. “An’ another t’ing. Ain’ no mules around here. Dey a cross ‘tween a donkey an’ a horse.”

Dolph was sitting across from the old man; he was a large man and wore a baseball cap backwards. He slammed his domino down even harder and took a long draught from his third glass of Guinness. “Jenny,” he shouted to the barmaid, “Bring me a nex’ Guinness.”

The third player was Cornelius. He was tall and thin and wore his dreadlocks in a tam. His T-shirt displayed Bob Marley smoking a huge spliff. Although he was usually quiet, he considered himself an expert on donkeys. “My fadder have two donkeys and it’s asses you call dem, burros is the Spanish word. We got a male and a female an’ dey always win the donkey races at carnival.” He slammed down a domino. “But dat female, she eat an’ eat an’ find it hard to walk now she gettin’ old.”

The old man was next to play but as luck would have it the barmaid was just arriving with Dolph’s Guinness when Cornelius exclaimed, “Dat Jenny one fat ass!”

Well, I suppose you could say it was unfortunate that the barmaid was called Jenny but she took immediate offence and slammed the beer onto the table. It wobbled for a moment and then toppled over and spilled all over Cornelius’ favorite shirt. There were expletives all round, a good game of dominoes was ruined and all three were described as ‘wuthless’ by the irate woman. Ironically the lady was as broad as a barn door, which lent truth to the saying, ‘Only the truth hurts.’

From that day forward Cornelius vowed to never call a donkey an ass; a burro it would be.

Julian Putley is the author of The Drinking Man’s Guide to the BVI, Sunfun Calypso, and Sunfun Gospel.
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Perfect sailing conditions allowed for keen and fast-paced competition at the 10th Pete Sheals Memorial Match Race. Six teams sailed out of the Royal British Virgin Islands’ Yacht Club during the November 12th – 13th invitation-only regatta where the USVI’s Peter Holmberg put an end to the BVI’s Colin Rathbun’s record four-year winning streak. Holmberg, an America’s Cup winning skipper for Alinghi, didn’t once let down his guard, yet he did amply lend his support.

“We tried to sail at the top of our game in all the matches and we had a great time,” says Holmberg. “Throughout the event we took every opportunity to give tips and feedback to all the other teams.”

Teams sailed a total of 30 races in one-design IC-24’s on the first day, with Holmberg and his team in the clear lead. The breeze picked up the second day and the course was lengthened to accommodate the resulting increase in boat speed. Teams also became more competitive as they became tuned-in with their boats and began to understand the tactics and strategies of their competitors. Holmberg, however, maintained his lead right through the final set of 15 races. The BVI’s Rathbun finished second.

“Sailing against Peter is always fun, because he is a true gentleman sailor who also provides a very intense race environment,” says Rathbun. “Sailing against him, you know you are always testing the very best of your ability because there are no freebies and very few mistakes to take advantage of. If you do well in a race against him you know you’ve sailed well.”

The BVI’s Andrew Waters and Chris Haycraft (BVI) finished third and fourth, respectively, with the USVI’s Nikki Barnes’ only all-women team fifth and St. Maarten’s Frits Bus sixth. Barnes, an accomplished dinghy sailor who debuted for the first time as a match-race skipper, and her team won the special 10th anniversary ‘Spirit of Sailing’ Award. The Award was given in honor of the memory of Pete Sheals, and at the request of his parents.

 Going into the Match Race I didn’t think we would win any races,” says 18-year-old Barnes. “But, with the help of Peter Holmberg, a great coach and friend, I was able to
learn a lot in just one weekend and win some matches too."

Next year organizers hope to have more teams competing, says organizer, Guy Phoenix. "We really want to push to have eight to 12 competitors for 2012, so that we can improve the ISAF grading of the event. The BVI is an excellent sailing environment and our medium-term goal is to make our match-race event a ‘must-do’ for competitors from the Caribbean and USA."

Match racing is on the upswing in the Caribbean.

"With the increase in events, the talent will also rise," says Holmberg. "The Carlos Aguilar Match Race in St. Thomas is still the biggest, but the Budget Marine event in St. Maarten just before Heineken Regatta has been quite popular. Then last year the BVI Spring Regatta added the Gill Match Race. I just learned at the Regatta Organizers Conference that Barbados has a very active match race series using their growing fleet of J24’s. Beyond this, I did a match race clinic at the Ponce Yacht Club in July to help get them going as well."

The South Grenada Regatta will also feature match racing this year. Thus, this one-on-one form of sailing is truly gaining popularity from the Greater Antilles to the Windwards.

Event sponsors included Conch Charters, Tricor, Norman and Yvonne Sheals, Golden Hind Chandlery, and Sheals’ close friend Dawn Rosenberg-Santana.

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
Great stories have been told of the old days of smuggling. In olden times it was considered an honorable profession by the less fortunate, those who could not afford the taxes, duties and levies that had to be paid to the King’s men, or duty men as they were also known.

England’s shores were a treasure-trove of caves and inaccessible beaches that only the skilled could navigate. When it came to smuggling, Cornwall was one of the most noted places in history and whilst the practice was frowned upon by the higher classes, they all knew where to purchase the best Portuguese sherry and the finest French lace, without paying the duty men.

What one country would call traders, another would call smugglers. One thing was clear, wherever there was a need for goods, there was always someone willing to provide them, and in the cheapest way possible.

One of the founding fathers of the United States of America was John Hancock; to some he was a merchant but to the British, a smuggler. Some claim that when the British seized Hancock’s ship the Liberty in 1766, over duty payable for the rum in the ship’s hold, it lit the fire under the War of Independence, a fire that would not die down until the Declaration of Independence was signed in 1776, the largest and most dominant signature being that of John Hancock. Hence the expression ‘put your John Hancock here’ when asked to sign a document, an expression used to this day in England and the United States.

History tells us that the economies of nearly all the islands of the Caribbean would, over time, rise and fall as battle raged between the revenue men and the smugglers.

However, the seafarers of the Caribbean were so much more. The movement of ships between the islands was often
the only lifeline for the people; bringing food, mail, clothes, workers and animals from one island to another. The island schooners, plying their trade, were not really seen as smugglers but as traders essential to the island communities.

The Lesser Antilles survived not from the hand of their colonial masters but by the bravery and seamanship of the men who sailed the schooners all year round, hurricane season or not. These were not fair weather sailors but real mariners who often ran goods from the southern islands right up the island chain to the Virgins, to pass their cargo on to bigger ships for onward passage to Europe, America and the world.

These great Caribbean sailors were not just traders; they were story tellers and news gatherers, carrying information between families and friends. The sailors knew what was going on; be it an uprising, a disaster or a disease, the crew of these little ships would know. The ports and rum shops would be the place to find out where to get what you needed and, if the sailors didn’t know, by the time they returned from their next trip, they would.

What one country would call traders, another would call smugglers. One thing was clear, wherever there was a need for goods, there was always someone willing to provide them, and in the cheapest way possible.

Today, the ancestors of those elite merchant seamen can still be found dotted around the ports of the Caribbean, their vessels often dwarfed by the ships that they lay alongside. These little schooners, often painted red and white or blue and white, maintain their traditional shape with a large wheelhouse aft, closed in bulwark, and sometimes raked masts and huge booms. In a changing world, they still ply their trade and make a living. Most, but not all, have big diesel engines and are crewed by local sailors from their home port.

The modern day cruising yachtsmen can do a lot to keep the old traditions of the Caribbean schooner men alive. Take the time to get to know them. Do a little research on the islands you visit and find out about the culture and history. Take a look at what they have and what they don’t have. If a friendly hand is extended, a friendly hand will be returned.

Remember reuse and recycle where possible.

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Environmentalist, yachtsman and journalist Sean Paton lives in Bonaire where he hosts the popular radio show Mad Dog in the Morning on Mega Hit FM. Email: info@bicepsbonaire.org
November is a hot time in U.S. Virgin Islands’ waters for wahoo. To capitalize on this, St. Thomas’ Virgin Islands Game Fishing Club (VIGFC) hosted its annual Wahoo Wind-Up, sponsored by Budget Marine, on November 6th, while St. Croix’s Golden Hook Fishing Club (GHFC) ran its Series Finale Wahoo Tournament a week later on November 12th.

Husband and wife, Chris and Angela Berry, reeled in the two largest wahoo in the VIGFC tournament. Chris caught a 34.3lb wahoo aboard the 36ft Calypso ‘Double Header IV’ to earn Largest Wahoo, while his wife, Angela, reeled in a 33lb wahoo to win the Second Largest Wahoo and Top Female Angler prizes.

“We caught all of our fish before Noon, then nothing,” says Chris Berry.

Calm seas and sunny skies made for great fishing weather, something that Angela Berry especially enjoyed. “This was my third fishing tournament,” she says. “I loved it! It was especially fun to catch a big wahoo.”

‘Double Header IV’’s owner and captain Jonathan Gatcliffe reeled in the third largest wahoo, a 31.6-pounder.

A total of eight wahoo collectively weighing 198.9lb also earned ‘Double Header IV’ the Top Boat prize for the third year in a row.

“We were three couples going out for a fun day of fishing,” says Gatcliffe. “But of course we had our strategy
too. We headed over to the C-FAD north of Christiansen to get a bunch of small fish to give us numbers and then went north, trolling across the South Drop, to go get the big ones.”

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

A fleet of 12 boats with 46 anglers caught a total of 18 wahoo collectively weighing 384.3lb.

Meanwhile, a dozen boats also cast off in the GHFC tournament in search of wahoo.

“We went south,” says Jens Berg, who earned Best Boat as captain aboard the 32ft Fountain Snatch Em with 53.4lb of wahoo. “It was pretty slow. We didn’t see much action until between 8:30am and 9am when we got our first bite.”

“I’ve been fishing all my life,” says Berg. “But, I’ve never entered a tournament. I kept telling myself I would and now I did. I’m planning to fish all of them now. It was a lot of fun fishing with and against all the other boats.”

This first wahoo weighed in at 30.7lb and was caught by Snatch Em angler Marco Saldanina. Saldanina’s fish ultimately earned him the Second Largest Wahoo prize.

“We didn’t have a bite again until around 11am,” Berg continues. “That was a smaller one, but it added up to enough weight to win best boat.”

Steve Smith on the Two Fer Sure caught the Largest Wahoo, a whopping 44.5-pounder. The boat, a 28ft Topaz captained and owned by Tom Sedgewick, also won the Second Best Boat prize with that one big fish. Steve Greene on the Leisure Lady, a 48ft Bertram, reeled in a 23.1lb wahoo for the Third Largest Wahoo prize and the boat, with owner and Capt. Bob MacKay at the helm, finished as Third Best Boat with this one fish.

This Best Boat win for Snatch Em and Berg was a first time charm.

“I’ve been fishing all my life,” says Berg. “But, I’ve never entered a tournament. I kept telling myself I would and now I did. I’m planning to fish all of them now. It was a lot of fun fishing with and against all the other boats.”

For more information, visit: www.vigfc.com & www.fishstx.com

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
The Guys triumphed for the second year in a row at the 2011 Golden Hook Fishing Club’s Guy/Gal Challenge. Billed as the ‘reel’ battle of the sexes, this 12th annual St. Croix-based tournament featured a day of fishing for the Gals followed by the Guys fishing on the following day. The win was tadpole close. Just 0.2lb or little over 3oz gave the Guys their lead in the final tally. What’s more, both Guy and Gal winning teams each day fished aboard the *Leisure Lady*.

“The first day,” says Bob Mackay, who owns and captains the 41ft Egg Harbor, *Leisure Lady*, “I headed west off Sandy Point. That’s because there were few weeds in the water and it was a location I had caught fish the day before. We dragged the baits back and forth, setting the downriggers at 60ft and then 90ft and finally came up with two nice wahoo. Those fish were really down deep.”

*Leisure Lady*’s Diana Freas-Lutz’s two wahoo were the first and second largest of the day, 33lb pounds 11.7lb, respectively. This duo of big fish landed the *Leisure Lady* the Gal’s day win with a total weight of 44.7lb. Mike Fuller’s *Oh Suzanna* came in second with three fish collectively weighing 31.6lb. *Oh Suzanna*’s Elizabeth Hering caught a 10.6lb dolphin that rated the third largest fish of the day.
On the second day, Mackay cruised out to the south side of the island to escape squalls to the north. “It was raining all over, but the skies over us were clear and the sun was shining,” he says. “Fishing was slow until early afternoon when we came across a school of dolphin (mahi-mahi) and caught three.”

Leisure Lady’s three anglers – Jason Bufton, Wayne Salvi and Cory Crouthamel – reeled in the three largest fish, all dolphin, which weighed 16lb, 14.5lb and 14lb, respectively. This again earned Leisure Lady top boat with 44.5lb on the Guys day – just 0.2lb more than on the Gal’s day. Pat Barsotti’s Maragata finished second on the Guys day with 20lb of fish while Mike Fennessy’s Stress Buster ended third with 12.2lb.

Seven boats fished the tournament.

One of the biggest challenges for the anglers aboard the seven boats fishing in the tournament was the amount of Sargassum weed floating in the water.

“Yes, the weed provided shade for the fish,” says Barsotti, who is also vice-president of the Golden Hook Fishing Club, “but there was so much of it that it really didn’t pay off. It actually fouled lines more than attracted fish.”

Constantly keeping the lines clear is what Leisure Lady’s Mackay credits with his success. “Most boats couldn’t keep clear and I think this made the difference for us,” he says.

Leisure Lady also won Best Boat of the tournament with a two day total of five fish weighing 89.2lb, and the vessel’s Gal and Guy anglers, Diana Freas-Lutz (33lb), Jason Bufton (16lb) and Wayne Salvi (14.5lb) also won the Overall prize for first, second and third largest fish, respectively.

This win also boosted Leisure Lady to the top of the Overall Standings in the Golden Hook Fishing Club’s annual four-tournament series with 939.2lb. Stress Buster is in second with 704.4lb and Maragata is in third with 570lb.

For more information, visit: www.fishstx.com

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietician.
Over fifty boats and five times as many anglers from Trinidad & Tobago, Barbados, St. Lucia, St. Vincent, Martinique, Guadeloupe, Canada, the USA and UK are expected to compete in the Budget Marine 43rd Annual Spice Island Billfish Tournament (SIBT), set for January 25th to 29th, out of the Grenada Yacht Club. Defending champions from Trinidad, Gud Thyme, are expected back and eager to help beat last year's fleet total of 94 billfish releases.

“For 2012,” says tournament director, Gary Clifford, “there is a special prize of a new nine-foot Ultra-Light AB Model dinghy with 9.8hp Tohatsu two-stroke outboard engine for the first boat to register a Grand Slam, or release of a Blue Marlin, a White Marlin and a Sailfish in the same day on the same boat.”

A cash prize of EC$30,000 (US$11,000) goes to the angler who reels in a blue marlin that breaks the island record of 669lb set in 2006.

The billfishing grounds off Grenada are deep water, nearby and ‘hot’.

“It starts two miles offshore in 2000ft of water off Moliniere Point up the west coast,” says Clifford. “Reliable areas are often the one kilometre (3250ft) and two kilometres (6500ft) contour lines at about five and ten miles offshore, respectively. A sea-mount on the charts at 18 miles is also popular and productive on the right tide. Some boats head far to the southwest to fish the deep water around Reindeer shoal, while others head north to fish the channel off the islets of Diamond Rock and Isle de Ronde. Everyone has their favorite spots and usually fish are being caught in many different locations, not just one.”

Charters, including Clifford’s 31ft Innovator Yes Aye are available, plus there’s free dockage at the host Grenada Yacht Club for registrants that bring their own boats.

Armchair anglers can keep up with the action live via Facebook.

“Posting to Facebook during the tournament was a major success for us last year and it’s since been copied by other tournaments,” says Clifford.

The fun and excitement continues off the water with a highly-anticipated lay-day beach cook-out complete with live entertainment.

The SIBT is a qualifying tournament for the IGFA Offshore Championship. It’s also the kick-off of the Southern Caribbean Billfish Circuit, comprised of six annual tournaments on five southern Caribbean islands. For more information and to register, visit: www.sibtgrenada.com

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
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To approach the eastern Caribbean from the west, directly into the trade winds, is never going to be easy. This is why the passage from America through the Bahamas has gained the name The Thorny Path. As British gentry used to say “a gentleman never sails to windward.” However, with careful planning the troublesome trades and large landmasses can be used to your advantage. There are two basic choices to head east from America: the off-shore route or the coastal route.

The off-shore route is best traveled in November, when the risk of hurricanes is low and the northerlies that bring heavy seas and stronger winds have not yet kicked in. It is best to get as much easting as you can north of twenty-five degrees north and to not turn south until you have passed sixty-five degrees west. Winds are predominately from the northeast during this time but become stronger and from a more easterly direction after January. So the window of opportunity is small.

Bermuda can be a good place to stop if you wish to break up the journey. Crossing the Gulf Stream should always be made at right angles, then, once cleared, a course laid for
Bermuda. The best time to make this passage is between seasons. Although summer is the better option, this coincides with the start of hurricane season and many boats choose to travel in late November, so they can join the start of the Caribbean sailing season. When leaving Bermuda in November the winds can be fickle and light as the area lies within a belt of variables. It’s a good idea to motor if necessary to get as far to the east as possible and only turn south when you have reached the longitude of your destination. This helps avoid the strong northwest current that runs parallel to the Bahamas.

Many cruisers choose the coastal route, enjoying the countries that they travel through at a much slower rate. They take advantage of the fronts that sweep down off the coast of North America. This is the route that we took. We knew this was going to be the toughest part of our journey as we inched our way into the teeth of the trade winds. We crossed the Gulf Stream to the Bahamas in January and stayed until April, with easy day-sails down the islands to Georgetown and finally Mayaguana, using the clocking winds as the cold fronts approach and then seeking a safe anchorage as they passed.

The Gentleman’s Guide to Passages South by Bruce Van Sant covers this route in detail, explaining how to use the fronts to move east and south as well as how to use the night lees over the large landmasses like the Dominican Republic and Puerto Rico.

In the winter months from January to March the fronts or ‘norters’ can be used to sail south and east. The later in the season the slower and less frequent they become. We made it to Mayaguana and then over to the Turks and Caicos by the beginning of April. As Van Sant’s book explains, the large landmass of Hispaniola creates a night lee sometimes extending up to 30 miles offshore. This combined with 15kts of wind from the east makes a good time to cross from Big Sand Cay. You should also allow for about half-a-knot of current setting west-northwest. We were unable to make it all the way to Big Sand Cay, as the motor across the reef-strewn banks was too far to make in daylight with our little engine and heavy boat; instead we chose to depart from French Cay further to the west. We were unable to make our course to Luperon in the Dominican Republic, so fell off the wind and then beat back over the eight miles we lost the following day.

The advice offered by Van Sant time and time again is to wait for the right weather. The forecast must be constantly monitored so that you are ready to take advantage of any favorable weather. We had a months wait in Luperon for the right weather to continue east. The trick is to wait for the easterlies or south-easterlies to blow 15kts or less to take advantage of the nocturnal
Cruising

wind. You inch your way along the coast at night and
tuck into harbor when the wind picks up during the day. Currents can run up to two knots or more around the
headlands and can make for slow progress. For some it is possible to travel all the way across the Mona Passage
with the right weather. But our weather window didn’t allow for this and so we pulled into Samana on the east
coast of the DR after a day and two nights of motor-sail-
ing. Again strong easterlies prevailed and we had an-
other month’s wait to cross the notorious Mona Passage.

There are different approaches to crossing the Mona
Passage. For those wishing to sail, a force 3-4 north-
easterly using the nighttime lee of both the Dominican Republic and Puerto Rico will have you across in about
30 hours. Contrary currents are to be expected. The Hourglass Shoals are to be avoided as the Puerto Rican
Trench is one of the deepest in the world and seas can pile up in this area. We had settled conditions for our
trip across and made good time.

Once in Puerto Rico you can navigate the south coast;
getting up early at daybreak or before and traveling ten
or 15 miles or so until the trade winds kick in. This is a
great way to see the island. Before you know it you will be in the Virgin Islands and ready to turn south to the
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Rosie and her husband Sim Hoggarth, both from the UK,
have cruised the Caribbean and North America for the last seven years aboard Alianna their Corbin39.
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There are two schools of thought on the ARC. The first is that its continued success since 1986 speaks for itself. It is profitable. It is worthy of investment. It is worthy of expansion. Even better, its satisfied customers return—many of them year after year. It is the largest (race? rally? cruise?) organized transoceanic sailing event ever staged, with 234 vessels participating in 2007 and nearly 5,000 overall during the intervening 26 years. Nearly 20,000 people have transited the Atlantic to St. Lucia while being shepherded by the ARC, including more than 800 children. Over 12 million nautical miles have been logged. This year alone there are 30 multihulls, making it the largest transoceanic-gathering of sea spiders ever. (Even more interesting, 25% of those multis were built in 2011—demonstrating just how new and fast-growing this industry is.)

While many of the yachts are brand-spanking-new, a few are not. They are classics, like the 17.6m (58ft) Thalia of Great Britain. She was built in 1889.

Clearly, the ARC provides a major economic boost to both the Canaries and St. Lucia. Over $2m is pumped into Las Palmas, for instance, mostly on marine services, 640 hotel nights, and 1,100 air flights. St. Lucia benefits as well—not only in the international press as a premier tourist destination, but as a prestigious marine yachting center. And even more sailors fly out of St. Lucia than fly into the Canaries.

Participating ARC vessels are from 28 different countries, with crews representing more than 40 nations. Entries vary from 28ft to around 100ft. Value of the vessels? Who knows? But in the early days entries might have been purchased for around $10,000, and a few of the current ones might need an additional three zeros tacked onto that number.

The youngest skipper was 14-year-old Oscar Lindahl aboard Sanibel, and the oldest was 78-year-old Aubrey Long on Solitude.

The largest nationality is, in 2011, Great Britain, with 84 vessels, followed by Germany (26) USA (17) Norway (13) France (12) Netherlands (11) Italy (9) etc. The most popular boat manufacturers were Jeanneau, Beneteau, Swan, Hallberg Rassy, Lagoon, Dufour, Bavaria, Oyster, X-yachts, Amel, Catana, Moody, Discovery, Hanse, Ovni, and Privi-
lege in that order. The most popular monohull is a Sun Odyssey 54DS. In the multiclass, Lagoon 560 takes it.

There were 12 female skippers in 2011.

While the accent is clearly on the social side, there is also a safety component. Vessels are required to carry certain safety gear, a satellite transponder, and pass a safety inspection.

One thing that is undeniable is the building enthusiasm—almost frenzied excitement—as the start slowly draws near. There is literally an explosion of last minute buying as SSB radios, water-makers, and solar panels are tossed aboard.

There is plenty to do during the two-week run-up to the event: endless sponsored parties, of course, but educational seminars also. (The author attended the rigging, weather, and emergency management seminars but sadly missed a dozen others—two by his old Caribbean pal Don Street.)

There are even helicopter rescue shows and liferaft demos during which you can dive into the swimming pool and board the raft. (Tip: it isn’t easy clambering into a liferaft and the motion is quite pukable, even in a resort pool!)

Perhaps the most amazing thing, at least from an outsider’s view, is how many ARC participants seem to get addicted. Many return year after year.

Dozens of vessels proudly display dozens of flags from previous years.

Of course, not 100% of the fleet is 100% happy with the administration of the event but there is an astounding level of customer satisfaction. “We’re glad we did it—we made friends to last a lifetime!” is an oft-heard comment.

“It gave us a level of confidence and assurance that we lacked,” is another.

“They took care of all the petty details of clearing in and out, etc, and we were able to concentrate solely on the truly important thing—having fun!” is yet another.

Jimmy Cornell—a well-known BBC commentator, yachting journalist, marine author, and circumnavigator—was the original founder of the ARC, with his buddies Don Pedro and Juan Francisco Martin. Jimmy is an extremely active and effective international sailor with tons of energy. The ARC was ‘his baby’ for many years. But he eventually sold it to the World Cruising Club to better concentrate on his web portal noonsite.com and his publishing business.

What is the World Cruising Club? What are its over-all aims, other than to be profitable?

Let’s start by looking at the sailing rallies it currently owns. There is the ARC, of course, and also the ARC Europe (the return west-to-east race), the World ARC for global circumnavigators, Rally Portugal, and the Caribbean 1500 as well. Besides all this, the organization conducts in-depth training in the UK, Germany, and the US to prepare individuals with the skills necessary to take part in such events.
The fact that the ARC and its sister rallies have value is undeniable. However, there’s also a flip side to such events. Not everyone in the marine community considers them a positive development.

For one thing, mariners have been jumping off from the Canaries since before Christopher Columbus. The reason that Jimmy Cornell decided to stage the event from Las Palmas in November is because this is the best location and time to start a transatlantic crossing. But many transatlantic sailors are now feeling as if they have second-class status—that they are being referred to as ‘the ARC crashers’ for wanting to cross the Atlantic at the proper, traditional time.

This isn’t, perhaps, the fault of the ARC organizers who have never taken such a position, publicly or privately. However, there is a building awareness of the impact that such commercial sailing events have within the marine community—and not everyone is 100% behind ‘pay to play’.

“Rally participants point to the fact that they have a regular radio net and stand-by to assist each other at any moment—without fully realizing that is just how the international cruising community conducts itself. You don’t have to pay some organization to be able to help your fellow yachtsmen—that the one concept (helping) should have nothing to do with the other (paying),” remarked a British sailor.

Other naysayers maintain that the mostly newbies taking part honestly believe that, since their shiny vessels have ‘passed’ the ARC safety inspection, they are safe. Approved. Seaworthy.

The rally brochure repeatedly offers them a ‘stress-free’ passage—so why should they worry?

Could the huge glass windows or the massive sliding doors on some of these new boats be a hazard in a gale? No, because their boat is ARC approved and it has approved gear, and its skipper is approved—even the credit card is approved!

Perhaps the real division here is a psychological one: some rugged individualists think of sailing as the ultimate freedom—while others shun the entire man-against-the-sea concept and happily embrace the ‘buddy-boating’ idea.

A few experienced sailors question this ‘safety in numbers’ concept offshore altogether. It certainly didn’t help Phillip Hitchcock of the Formosa 51 Toutazimut to be surrounded by other vessels as he drowned while tethered to his own yacht during the 2002 ARC. (There have been only two ARC fatalities. In 2007, skipper John Thompson never recovered consciousness following a severe head injury onboard. The rally’s overall safety record is undisputedly good.)

The fact that ARC boats carry mandatory transponders could certainly be an advantage in some instances—but how often? When? In what way?

Yes, the SAR helicopter demo was fun-for-the-kiddies—but with an effective range of about a hundred miles, most ARC boats will sail beyond its limited range in the first 24 hours. Has it ever actually rescued anyone in the ARC?

Perhaps what most concerns the offshore traditionalist is this: if everyone applauds the ARC as being ‘safer’ than normal ocean cruising—isn’t normal cruising, by definition, more dangerous? Might not larger user fees to cross oceans save lives? Or limiting offshore vessels to a minimum cost of $250,000? Or a mandatory length of, say, fifty feet LOA? Why not, like they do on many lakes in Germany, just limit yachting to the wealthy?

“These rallies are just figuring out a way to charge for what is free,” said one grumpy old sailor with a scowl, “and, of course, hyping the fear—which is fine, as long as they don’t start claiming that it is safer to cross with 250 inexperienced vessels ramming into each other—than one solitary one which is not.”

So the debate between organizational types and loners continues unabated. The bottom line is that for-profit races, rallies, and convoys are becoming more common. In the case of the ARC, at least, participants are bringing back positive reports. It is a service. People want to use that service. It comforts them. They vote with their wallets.

Is the ‘freedom of the seas’ concept under stress? Yes. Will it disappear tomorrow? Probably not.

The global marine community, like so many other diverse groups that lack political clout, are experiencing rapid change—for better and for worse.

Special interests are eyeing the playing field, looking for profitable opportunities—and hoping to set up territories and monopolies. The goals of corporations and their customers are not always identical—nor should an informed public expect them to be.

Hence, the dual reality: some Caribbean sailors look at the ARC flag proudly flying from the forestay and think, “Wow! There’s a real sailor!” Others are more conflicted.

Editor’s note: Capt’n Fatty and Carolyn are currently sailing west across the Atlantic. Checkout Fatty’s latest book: Buy, Outfit & Sail - a book for the truly frugal sea gypsy.
COSTA SMERALDA SUPERYACHT REGATTA IN THE SHADOW OF THE ARC
BY BARRY PICKTHALL

While the 217-boat fleet taking part in the Atlantic Rally for Cruisers (ARC) was the Canary Islands’ show-stopper, another Atlantic regatta got underway from Santa Cruz de Tenerife the following day, November 21st.

As the name suggests, yachts taking part in the Transatlantic Superyacht Regatta - Transatlantic Maxi Yacht Cup are rather different to most of the boats taking part in the ARC.

Organized by the Yacht Club Costa Smeralda (YCCS) and the International Maxi Association, and bound for the new YCCS Caribbean headquarters in Virgin Gorda, the fleet included some of the fastest and most luxurious yachts around.

Although eyes were on the two new-builds, the 66-meter Hetairos – the largest boat in the fleet – and the 50-meter Zefira, it was nice to see veteran yachtsman Sir Peter Harrison’s Farr 115 Sojana heading out on yet another Atlantic adventure.

Also taking part were two Wally yachts, Indio and Kenora; the Swan 80 Emm and the Swan 82 Grey Goose, and the X-Yacht Karuba 5.

The weather would determine crossing times for both the ARC and the Superyacht Regatta. The last few years have seen fairly light trade winds during late November and December. However, given the right conditions, Yacht Club Costa Smeralda said one of the maxis could make the crossing in eight days.

Weather routing would be crucial with both west-bound fleets searching for wind while comparing the shorter rhumb line course with the longer more southerly trade wind route.

Having dealt with large areas of calms on the southern route in 2010, this year forecasters said that winds looked promising although the long range forecast predicted lighter winds during the final approach to the Caribbean.
Much like the adage about air travel that states ‘so long as you have your wallet and your passport, you’ll make it’, successful bluewater sailing relies on two of its own simple principles: keep the rig up and the water out. Understanding yacht rigging, from an engineering perspective, should be of utmost importance to anyone heading offshore.

A good yacht designer designs the rig around the hull itself – they work in concert to create a particular sailing experience. The implications, of course, are that there is usually a reason a particular boat has a particular rig, and there is usually no good reason to change that.

Why? Fundamentally, a sailing boat rig begins with an understanding of the forces at play on the hull. Righting moment – the resistance to heeling, or the amount of energy, measured in foot-pounds, needed to return a heeled boat to an even keel – is the key measurement in rig design. RM30 refers to the amount of force exerted on a hull heeled thirty degrees, generally considered the most that it will undergo in normal circumstances. This number is derived from a formula based on waterline length and hull displacement. A safety factor is added to RM30, resulting in more or less the largest loads that the rig will have to endure (this safety factor is dependent on the boat’s intended use – offshore cruisers will generally have a higher safety factor than an all-out racer, for example). A boat with a Max-RM of 20,000 ft-lbs. (including the safety factor) would then require a rig able to withstand those forces.

Basically, a yacht’s rig consists of a few separate pieces working together – spars, spreaders, the wire that supports
them, chainplates and the hull itself. Like a chain, a rig is only as strong as its weakest link.

Yachts can have a deck-stepped mast or a keel stepped mast. Designers will argue about the merits of each, but the differences are quite simple – a deck-stepped mast must be of a larger section, and is therefore heavier (and stiffer) as it is supported at less places along its length. Keel-stepped masts can be bent more easily by a backstay adjuster, and are lighter, as the section can be smaller (the partners, where the mast goes through the deck, essentially act as an additional set of spreaders).

Similarly, for spars of the same length, single-spreader masts must be of a heavier section than masts with two sets of spreaders. The issue is unsupported length – single-spreade rig spars have two longer unsupported lengths, while double-spreade rig spars have three shorter ones.

Double-spreade rig spars allow for a narrower footprint – their chainplates can be mounted further inboard on the hull, allowing for tighter headsail sheeting angles. It is all about angles. Where a shroud terminates at the mast, an angle of less than about twelve degrees would exert too much compression on the spar itself and provide too little lateral support for the mast. This is why spreaders are used in the first place (and why they are often not seen on old schooners – those boats, often gaff-rigged, were wide enough at the deck, where the chainplates were attached outboard, and had masts short enough so that their shroud angles were in fact greater than twelve degrees even without spreaders).

A logical question now presents itself: Why not ‘modernize’ a classic yacht with a narrow, multiple-spreade rig that would allow for tighter headsail sheeting and subsequently closer tacking angles? The short answer: simplicity. More spreaders mean more connections and more potential problems. The long answer brings us full-circle. The older hull designs of those yachts would not be able to maintain those sailing angles anyway. The rig must fit the boat – the original design, having taken all of those factors into consideration, is usually the best. That said; removing weight aloft from any rig will improve sailing performance, regardless of design.
Tips & Tricks

Modifications: Certain design elements are lost in translation when in the hands of a (usually) cost-conscious builder. This is where the sailor with a keen eye can notice deficiencies in both yacht and rig design.

Take for example chainplate placement. Shroud angles at the deck determine where chainplates should go. Chainplates, usually of stainless steel, should be designed and installed to remain perfectly in line with the pull of the shroud they support. Fore and aft lowers, for example, meet the deck both at an angle fore and aft, and also at an angle athwartships. The chainplates, therefore, should be tilted inboard and either fore or aft to compensate. However, most chainplates, especially on older boats, are installed vertically on an inboard bulkhead. The shroud then exerts force sideways to the metal, causing undue stress and shortening their useful life. My own Allied Seabreeze suffered from this basic design flaw, which we rectified before sailing her across the Atlantic, by mounting new chainplates outboard on the hull, angled correctly fore and aft and pre-bent inboard at the proper angles. A Pacific Seacraft, on the other hand, is a good example of a boat with proper chainplate design straight from the drawing board.

Next issue we will take a look at rigging in practice, in particular inspecting a rig prior to an ocean crossing.

Andy Schell is a sailor and journalist. He has worked professionally as a yacht rigger at Southbound Cruising Services in Annapolis, MD. He and his wife Maria Karlsson re-designed the rig on their yawl Arcturus before setting out across the Atlantic last summer. Find them online at fathersonsailing.com

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CARIBBEAN REGATTA PREVIEW
PART ONE
JANUARY – MARCH

BY CAROL M. BAREUTHER

Casa de Campo Sailing Week

PHOTO: CASA DE CAMPO
Sailors from around the world come to the Caribbean each winter for warm temperatures, dependable trade winds and some of the most fun and competitive regattas. Here’s a preview of what’s new:

JANUARY

January 21: Mount Gay Rum Round Barbados Race. One goal: to break round-the-island records and go down in history! Classes include monohulls (three classes by length), multihulls; classics, single-handed and double-handed. Regatta Village parties in Bridgetown’s Independence Square. www.mountgayrumroundbarbadosrace.com

January 27-29: Superyacht Cup Antigua. Eighty-plus-foot yachts race ‘bucket-style’ off Antigua’s south coast with parties nightly in Nelson’s Dockyard. “We expect 12 entries,” says organizer, Paul Deeth. Organized by the Superyacht Cup team from Palma, Mallorca, yachts not taking part in the friendly ‘Cook off’ competition will lose a point this year! www.thesuperyachtchallenge.com

January 27-31: Grenada Sailing Festival 2012 – Camper & Nicholsons Racing Series. Top-quality racing provides a great tune-up for the Caribbean’s race season ahead. Entries include Charisma, a 57ft classic racing sloop; IDEA, a Reichel Pugh 78; and the UK’s race charter GirlsForSail’s Elan 37, Diamonds Are Forever. Racing continues the next weekend (February 4th and 5th) with the Work Boat Regatta and the Junior Dinghy Sailing Championship on Grand Anse Beach. www.grenadasailingfestival.com

FEBRUARY

February 7-12: Casa de Campo Sailing Week. Over 40 yachts from the Caribbean, US, Europe and South America will race in this now week-long regatta. Professional juries and race officers combined with challenging courses along the Dominican Republic’s south coast and small offshore islands, make this a ‘must-do’ regatta. “We will also welcome the first Hispanidad Mona Passage, a feeder regatta that will depart from Ponce, Puerto Rico, on January 28th to Marina Casa de Campo,” says organizer, Rafid Ynirio. casadecamposailing.com

February 10-12: Trinidad & Tobago Sailing Association Trinidad Carnival Regatta. Every participant gets a taste of Carnival at this four-day regatta sailed out of TTSA’s superb marine facilities in Chaguaramas. In addition to race boats, says organizer Simone Brown, “we are also targeting cruising and charter sailboats. The re-opening of The Moorings charter facility in Grenada provides a good opportunity for the charterer and casual racer to come and enjoy Trinidad and Tobago.” www.ttsailing.org
Caribbean Regatta Preview Part One

February 17-19: Sweethearts of the Caribbean & Classic Yacht Regatta. Possibly the Caribbean’s only Schooner race! What makes this West End Yacht Club (WEYC) of Tortola event special, says organizer Mike Kirk, “is the alfresco spirit combined with the always unexpected turnout and parties that we have at our Fungattas.” Jolly Roger hosts the post-race party. Everybody wins a prize.

Contact: Commodore Martin van Houten: martin@sailsistership.com

February 20: Caribbean 600 Race. IRC and CSA-rated yachts and multihulls are welcome in this 11 island, 600 mile circumnavigation that starts from English Harbour, Antigua. Over 30 yachts, swift-sailing maxis, TPs, Swans and superyachts will compete. Live tracking via Yellowbrick. http://caribbean600.rorc.org

February 24-25: Around St. Maarten/St. Martin Multihull Regatta. Over 25 multihulls-only set sail in this 3rd annual event. “It is laid back and beach style although the racing will be fierce with at least seven Formula 18 beach cats in a one-design class expected on the start line set close to shore so spectators can watch,” says organizer Mirian Ebbers. www.multihullregatta.com

February 22-26: South Grenada Regatta. Match Race! Eighteen teams will race identical boats (SunSail 39s or 41s) in Clarckes Court Bay in two round-robins and Finals on February 24th. Two days of fleet racing follow. Held out of Le Phare Bleu Marina, organizer Lynn Fletcher says “two of the races finish in the Bay so everyone can enjoy seeing the sailing action.” www.southgrenadaregatta.com

March

February 28-4: St. Maarten Heineken Regatta. The Budget Marine Match Racing Cup on February 28th and Gill Commodores Cup on March 1st kick off the racing, followed by the main three-day event which features a unique combination of professional racing, signature parties and star-studded concerts. “With over 32 countries represented by the participants this event has become the largest International regatta in the Caribbean,” says organizer, Heather Tackling. www.heinekenregatta.com

March 9-11: St. Croix International Regatta. New dates, more distance racing and the new ‘Island Challenge’ mark this 20th anniversary event. “Off-island racers reporting the fastest passage from their island to St. Croix on corrected time will receive a refund of their registration fees,” says organizer Kiomie Pedrini. www.stcroixyc.com
March 9-12: Dark & Stormy Regatta. Race from Beef Island to Anegada and back. “This year’s race marks the climax of our four-race series for the Gosling Cup sponsored by TICO and Goslings,” says WEYC’s Mike Kirk.

Contact: Commodore Martin van Houten: martin@sailsistership.com

March 16-18: Puerto Rico Heineken International Regatta. Exceptional facilities at Palmas del Mar Resort, race courses that challenge sailors of all ages, one of the best Race Management programs in the Caribbean and great nightly parties highlight this regatta. “There will be hot racing in beach cats this year, plus a new ‘overall’ prize for the combined J/24 and IC24 classes where the skipper wins his or her weight in Heineken,” says organizer, Angel Ayala. www.prheinekenregatta.com

March 22-25: St. Barth’s Bucket Regatta. Over 40 of the latest superyacht designs and true classics have accepted invitations to race. New, says organizer Peter Craig, “Four J Boat classics will be featured in a race within the race, as they vie for over all Bucket honors as well as J Boat bragging rights. Endeavour, Hanuman, Ranger and Velsheda will be part of a spectacular fleet that will race around the beautiful island of St Barthélemy.” www.bucketregattas.com/stbarths

March 23-25: 39th International Rolex Regatta. You don’t need to BYOB (bring-your-own-boat) to race. “We can help secure your fully capable ride,” says organizer, John Sweeney, “where you’ll be tested over three days with multiple starts on three separate, picturesque race areas against high-caliber IRC machines like the STP65 Equation (formerly Rosebud), IRC 52 Vesper, and GS 46 Antilope and the CSA cruisers such as the J/36 Cayennita Grande or the J/122 Lost Horizon. www.rolexcupregatta.com

March 26-April 1: BVI Spring Regatta & Sailing Festival. A number of last year’s 40th anniversary initiatives will continue to make this regatta great for the next 40, including the Gill BVI Match Race Championship, March 28th – 29th. “Our relationship with the Chicago Match Racing Center has provided us with an experienced race committee to ensure the match racing is run in top form,” says organizer, Judy Petz. The Classics Class will also once again be a part of this “Friendliest Regatta in the Caribbean.” www.bvispringregatta.org

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
Puerto Rico, the Caribbean and the entire Americas scored a first last November by serving as the host location of the International Sailing Federation’s (ISAF) Annual Conference. The November 3rd – 13th meeting, based out of the Caribe Hilton in San Juan, brought together the ISAF Council, Committee and Commission members along with other global movers-and-shakers in the sailing world to discuss and decide the key issues that will affect the future of sailing.

“I think we were chosen over Australia, Denmark and Taipei for three reasons,” says Eric Tulla, one of ISAF’s Vice Presidents as well as past president of the Puerto Rico Sailing Federation. “First, we are thought of as a developing nation because of our small program, but we have a strong junior program. For example, Raul Rios won the Optimist World Championships in 2008. Secondly, ISAF desires to expand to different areas of the world, and third, our delegation and the Puerto Rico Tourism Company put on a reception at the ISAF meeting in Greece last year that was well received.”

The result was Puerto Rico’s destination selection, something even the mainland U.S. or Canada has never achieved. This choice is one that makes Club Nautico de San Juan Commodore, Gustavo Hermida, very proud.

“We are hosting over 400 sailors from around the world,” says Hermida. “It is wonderful for Puerto Rico and the whole of the Caribbean.”

One of the surprisingly new additions to the Conference was sailing itself.

“This Conference has been held in locations or at times of the year where sailing isn’t possible,” says Tulla. “We changed that.”

The Club hosted an exhibition match race in San Juan Bay. Skippers who set sail in the November 8th event were Lotte Meldgaard-Pedersen from Denmark, Alfredo...
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Ricci of Italy, and both Liz Baylis and Anna Tunnicliffe of the USA. Tunnicliffe was awarded the ISAF Rolex World Sailor of the Year award at the Conference, for the second time.

Gary Jobson, president of U.S. Sailing and past America’s Cup sailor and commentator, narrated the match race held in San Juan Bay. He also led the U.S. delegation at the Conference.

“We discussed a whole variety of issues,” says Jobson. “For example, there’s a need to think beyond the sport as just the America’s Cup and engage more people in sailing. The question then is how we get people to learn to sail. The more people who sail, the more people who will head to the next logical step – racing.”

Some of the major issues discussed at the ISAF Conference included what equipment will be used in the 2016 Summer Olympics and the possible addition of kite-boarding; what will be included in the next edition of the Racing Rules of Sailing, which will be published in May 2012; and sites for major international regattas such as Busan, Korea for the 2013 ISAF Women’s Match Racing World Championships and Langkawi, Malaysia for the 2015 ISAF Youth Sailing World Championships. The 2015 Pan American Games will be held in Toronto, Canada. The Soto 40, a South American build that is sailed in nine countries and included in regattas such as the Audi MedCup, was also granted ISAF Class.

In addition to discussing global sailing issues, Caribbean representatives met and talked about issues important to the region.

Mercedes Rios, secretary of the Puerto Rico Sailing Federation, says, “We exchanged ideas and discussed similarities with other small countries with developing sailing programs. Specifically we talked with representatives from the Bahamas about the importance of the Caribbean developing the classes sailed at Central American Caribbean and Pan American Games, like the RSX, Snipe, etc. The 470 class is very interested in developing in this region through the International 420. They know we had excellent results in Optimists and would like a pathway for those sailors to continue into the Olympics.”

Next year, the ISAF Annual Conference will take place in Dun Laoghaire, Ireland, making it a double header for the venue as it plays host to the 2012 ISAF Youth Worlds from July 12th to 21st.

Carol M. Bareuther, RD, is a St. Thomas, U.S. Virgin Islands based marine writer and registered dietitian.
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Hot competition, superb sailing conditions and great fun on and off the water is what you’ll experience at the 11th Club Nautico de San Juan’s International Regatta (CNSJIR), set for February 3rd to 5th 2012.

“We expect over 100 competitors from the Caribbean, the USA, Latin America and the rest of the World,” says regatta director, José ‘Yoyo’ Berrios. “Seventy participants were already registered by mid-November.”

This number makes the CNSJIR one of the Caribbean’s largest and most competitive dinghy regattas!

Classes offered include Optimists (Red, Blue, White and Green Fleets), Lasers (4.7, Radial and Standard), Sunfish and Club 420.

New – there will also be a one-design IC-24 class.

Racing takes place in San Juan Bay where temperatures reach a comfortable high in the low 80s and winds customarily blow 10 to 15 knots in February.

There’s not just competition, but meals and drinks are included as part of the fun.

Hotels, restaurants, great shopping, sights and an international airport with direct flights to the Caribbean, Canada, U.S. and Europe are all nearby to the regatta venue at Club Nautico de San Juan, located at the entrance to historic Old San Juan.

Two nearby hotels are offering a special regatta rate on a first-come first-serve basis. These are the San Juan Beach Hotel, which is offering a special rate of $99 per night plus tax (www.sanjuanbeach.com) and the Caribe Hilton is offering ten rooms at only $205 per night plus tax (www.hilton.com. Group Code: REGA12).

Allied Car Rental (corporatesales@alliedcarrentalpr) is offering a 50% discount on a vehicle during the CNSJIR.

The CNSJIR is an outgrowth of the Club’s junior sailing program, which was launched in the 1970s by Andres Nevares and strengthened in the late 1990s by then-Commodore Richard Christiansen and Ricky Adsuar. The program, which is now directed by Berrios, combines technical knowledge with practical hands-on sailing experience. It’s a combination that definitely works. For example, the Puerto Rican sailors who won fleet and team racing awards at the 2008 Optimist World Championships were graduates of the program, as were six of the island’s sailors who won five gold and one bronze medal sailing at the 2010 Central American and Caribbean Games in Mayagüez.

“We invite sailors to register online now,” says Berrios. “We are truly committed to offering a great regatta.”

The registration fee for entries prior to January 19th 2012 are $110 for single-hand and $140 for double-hand. Late registration for entries after January 19th and up to February 2nd 2012 are $130 for single-hand and $160 for double-hand.

For more information, to register or charter a boat, contact principal race officer, José ‘Yoyo’ Berrios, Email: vela@nauticodesanjuan.com, or Club Nautico de San Juan at: Tel: (787) 722-0177 or visit: www.nauticodesanjuan.com/sailingprogram/regatta_int.htm

Report submitted by Carol M. Bareuther.
Great news aboard S/V Good News ... The winner of the November Virgin Island Charter Yacht League Culinary Contest held at the Yacht Haven Grande is—Chef Debbie ‘Debs’ Dickens.

The culinary contest provides an opportunity for yacht chefs to show their talents. The thrust of the contest this year was: Your charter guests will be arriving at your yacht early afternoon (they missed lunch) and have requested some dishes that are nutritious and delicious or health smart. Especially, they are looking forward to enjoying Virgin Islands dishes.

Debbie Jane Dickens was born in Durban, South Africa, in 1977. During her urban childhood, Debbie was a gymnast. In fact she thinks she double somersaulted into the world. For ten years she trained and competed nationally...
and internationally on the South African gymnast team. The middle child, Debbie’s older sister is a doctor while her younger brother manages a hotel in Wales. This, she notes, makes her feel like the black sheep of the family.

After enough somersaults, Debbie took a four-year marketing degree at the IMM Graduate School of Marketing in Durban, where she matriculated early having crammed the last year’s course into six months. On graduation, she worked as sales manager in a number of organizations. Transferred to Johannesburg, she was head-hunted by Stat Medical, where she became area Sales Manager.

Love at first sight! After a day spent sky diving, the future award-winning chef bumped into Peter Dickens, who invited her to go horse riding on his farm. Although she had never been on a horse, Debbie agreed. Her riding companion stayed at her side to ensure her safety and has been there ever since. In 2006, just six months after they rode out together, the couple married.

Debbie says she is very close to her parents, and that after finding out she was marrying so quickly, her father said: “Promise me one thing that if it doesn’t work out you will go back to work in a year.”

That was more than five years ago.

Having quit her job, Debbie joined her husband on his dude ranch (www.satrails.com) where her marketing skills became invaluable, organizing events, planning and catering meals.

Peter Dickens had always loved to sail and belonged to the Point Yacht Club in Hartebeesport Vaaland, Durban. He also owned two Mistral. On day, while walking the dock, they saw the 56ft catamaran Good News. Knocking on the hull they met Michael Yaw, the owner. He was planning to take the boat down the Wild Coast of South Africa and across to the Caribbean.

After much discussion, the adventure-loving ranchers arranged for their business to be managed by long term, loyal employees and, in 2008, moved aboard to run Good News.

Passionate about food and cooking, Debbie says that she loves challenges and when taking on any project she is at her competitive best. To learn her culinary skills she attended cooking schools, studied, and learned a lot online. Her favorite T.V. show is Iron Chef.

In the galley, The Flavor Bible, by Karen Page and Andrew Dornenburg, is perused daily.

Besides cooking, Debbie enjoys photography, plays the saxophone and keyboard. The husband and wife team also are dive masters.

What makes it all worthwhile?

“We live life to the full and find the positive side to every event and always make time to help others,” says Debbie. “We are blessed to have this life and have much to be grateful for.”
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DEBBIE’S WINNING MENU:

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30ml Coconut Run            Crushed Ice
15ml Amaretto              100ml Orange juice
15ml Grenadine

Shake rum, amaretto, and orange juice with ice cubes and strain into a highball glass, pour over crushed ice. Top with grenadine and garnish with local fruit.

GOAT CURRY

1 loaf bread, white, sliced
Whole spices
1 star anise
1 cinnamon sticks
3 whole cardamom pods
1/2 teaspoon fennel seeds
1/2 teaspoon cumin seeds
1/2 cup oil
1 onions, chopped
1 teaspoon ground coriander (seeds)
1 teaspoon cayenne
2 teaspoons turmeric/saffron
1 teaspoon grated nutmeg
1 teaspoon clove powder
2 teaspoon fine black pepper

METHOD: Brown your meat really well. Add onions, oil, ginger and garlic and fry until it’s nearly glassy. Add the rest of your spices (excl. tomatoes and potatoes) Cook and stir continually so it does not stick to the bottom of the pan, +/- 15 min @ low heat. Add tomatoes and potatoes and pressure cook for 45 minutes. You may need to thicken the sauce base with some corn starch if it’s too runny.

THE MEAT:

1kg Goat
2 tomatoes, medium, chopped
4 garlic cloves, finely chopped
2 teaspoons ground ginger
6 curry leaves
2 potatoes, large, in cubes

Tender goat curry served in toasted wedges

THE BREAD: Take four slices of the bread, butter all slices and stack them together. Cut the stack into triangular quarters and hold each small stack together with toothpicks.

Butter and grill on all sides. Take a melon-baller (or carefully use a knife) and make a hollow in each stack, leaving the bottom slice as a base. Scoop hot goat curry into the hollows and let it overflow for effect. Top curry with a dollop of your fruity mango chutney.

FRUITY MANGO CHUTNEY RECIPE

1/2kg mango and apples mix, peeled and coarsely chopped
250 gms ginger finely chopped
1 cup raisins
1 cup sugar
1 clove garlic, peeled
3/4 cup vinegar
1 tsp salt

Mix all ingredients and bring to a boil. Reduce the heat and simmer for about 45 minutes until the mixture thickens.

MANGO SORBERT

5 large mangoes
1 1/2 cups sugar
1 1/2 cups water
1 cup fresh lime juice
zest from 2 limes
1 tbs grated ginger

Blend all ingredients and place into a freezer safe bowl. Freeze for 8 hrs, but stir it every 30 min for the 1st 4 hrs to prevent the formation of ice crystals.

WINNING CHEFS:

1ST: Debbie Dickens, S/V Good News
2ND: Rob Thunder, S/V Sweetest Thing
3RD: Kathy Ray, S/V Windstar

The event was sponsored by: All At Sea Magazine, Gour- met Gallery, Dionysus Wine Distributors, LLC, Belgian Chocolate Factory, Bimini Bay Resort (Bahamas), and Ship to Shore Cookbooks.

Captain Jan Robinson holds certificates from the Culinary Institute of America, The Ritz Cooking School, and the Cordon Bleu. Her Ship to Shore Cookbook Collection is available at your local marine or bookstore. Or visit www. shiptoshoreINC.com email CapJan@aol.com or call 1-800-338-6072 and mention All At Sea to receive a discount.
British Virgin Islands

ANNIVERSARY PRO AM REGATTA ATTRACTS TOP SAILORS
OLYMPIANS IN ACTION

STORY AND PHOTOS BY TODD VANSICKLE

Anna Tunnicliffe and her crew prepare for the start of a fleet race
The Bitter End Yacht Club played host to Olympians, World Champions and America’s Cup sailors during the 25th anniversary of the Pro Am Regatta on October 29 to November 5th.

More than 70 sailors participated in the weeklong regatta, where they got an opportunity to learn from seven professional sailors.

Olympic gold medalist Anna Tunnicliffe was taking part in the regatta for the third straight year. She considers it ‘vacation sailing’ and less stressful than her ‘regular’ sailing schedule. When she wasn’t on the water competing, she was sightseeing with her father, who accompanied her on the trip to the Caribbean.

She is usually racing on the international Olympic scene, where everyone is trying to win a gold medal.

“That racing is very intense all the time, you cannot lose a race,” Tunnicliffe said.

She said dropping a race at the Pro Am Regatta is not the “end of the world,” and enjoys sharing her knowledge of the sport with others.

However, she acknowledged the abundance of professional and seasoned skippers that were sailing in the event. This year’s pros included Peter Holmberg, Ed Baird, Dave Ullman, Andrew Campbell, Zach Railey and Tom Lee.

“There are a lot of good pro skippers here,” Tunnicliffe said. “A lot of whom I look up to. For me to come and race against them is a huge honor. It gets very exciting and intense. I get nervous sometimes when I am racing against Ed Baird or Peter Holmberg.”

The Americas Cup AC 45 schedule conflicted with this year’s Pro Am Regatta resulting in two professional sailors – Paul Cayard and Russell Coutts – not attending the event. Both have attended and won the Pro Am Regatta in the past.

“They are no strangers to the event, it is just unfortunate that they couldn’t make it this year,” Regatta Chairman and Director of Sales and Marketing for BEYC John Glynn said.

There were more crews than boats leaving sailors to take turns racing, while others waited on a large committee/spectator boat. Glynn said this was an opportunity for sailors to converse while watching the regatta. The event featured both fleet and match racing.

Anna Tunnicliffe sailed with 16 different sailors throughout the week. Each professional sailor has a different sailing style, she said.

“Everyone is super keen to help out as much as they can. If I say something, they are very interested in what I have to say. But a lot of them are very good sailors in their own right. I usually don’t have to say anything and let them do their jobs. It is like sailing a regular race; everyone has a job to do. I let them do their job and they let me do my job. Everyone gets along. It is a learning experience for everybody.”
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Robin Stout of Redondo Beach, California, has been participating in the Pro Am Regatta for the past three years.

“Anna (Tunnicliffe) and Zach (Railey) are my favorites, especially Anna,” Stout said.

She favors Tunnicliffe because they are both match racers.

“She has an amazing amount of patience,” Stout said.

“She will constantly talk to us and coach in a delightful way. She is always telling us what she is about to do – when a boat does this, we do that. It is a learning experience. Everyone walks off her boat with a smile. She is a doll.”

She said the Pro Am Regatta is her “fantasy camp.” The experience and techniques that she learns from the regatta are put to use in events she competes in back home.

“It is a summer camp for adults,” Stout said.

Selecting professional skippers means more than just having an impressive resume, according to Glynn. He said organizers look for personalities that “fit.”

“They are genuinely nice, real people,” Glynn said. “And they are enthusiastic about spreading their love of the sport with regular sailors.”

It isn’t uncommon that the professional sailors develop ‘life-long bonds’ with other sailors, whether it is through e-mail or phone, he added.

However, over the years there have been some professional sailors that didn’t work out or fit in with the Pro Am Regatta.

“They are now not here for a reason,” Glynn said.

The regatta continues to be a unique and successful event because of the venue and its sailors, according to the regatta chairman.

“There is really nothing like it, at least not at this level,” Glynn said. “Regular sailors or weekend warriors can actually go racing with a world champion or an America’s Cup sailor. And do it in an environment where it is real racing and a learning experience.”

Todd VanSickle is a journalist living and working in the Virgin Islands.
THE 15TH ANNUAL FOXY’S CAT FIGHT REGATTA
MORE HULLS, MORE FUN!

BY CAPTAIN MARK DENEBEIM

‘Purrfect’ is the only way to describe the sailing at the 15th Annual Foxy’s Cat Fight Regatta, held every year on the Saturday coinciding with Halloween; this year October 29 2011 at Jost Van Dyke, BVI. Two glorious races, sailed in 15 to 20 knot winds with flat seas and clear skies, began at 11am with the last boat finishing around four in the afternoon.

Each race started in front of Great Harbour. The first race took the yachts to the east, with the fleet rounding Sandy Cay to port, before heading back to the finish. The second race left Sandy Cay and Great Thatch Island to starboard and then rounded an upwind yellow buoy to port, before concluding with the same downwind finish. The staggered starts, held one minute apart, help prevent collisions among the 14 multihulls and one mono hull (yes, ‘dogs’ are now invited), ranging in size from 31 to 46ft in six classes.

The regatta’s attitude is to be found in the race instructions, which declares: This is an F class race, F as in FUN! They also warn that all protests must be accompanied by a $100 fee, to be used to purchase drinks while the combatants come to a satisfactory conclusion.

The fun started the evening before the race as over 30 friends from the travel blog, Travel Talk On Line (TTOL), boarded the M/V Catittude for the Second Annual Painkiller Contest. Prizes were given based on two categories: Taste and Presentation. For the second year in a row, Capt. Jim of the Privilege 45 Blue Moon won for Taste; but the big surprise was the erotic ‘Painkiller Sandwich’ performed by two female crew from Capt. Mark’s Island Spirit 37 catamaran Sanctuary. Combined with a second in the Taste category, Capt. Mark won Best Painkiller Overall. Free dockage at Leverick Bay, Julian Putley’s Drinking Man’s Guide to the BVI, and a bottle of rum were his rewards.
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Gary Brown is the author of the Caribbean’s No.1 sailing adventure Caribbean High available in paperback from amazon.com or as an ebook from amazon.com and amazon.co.uk

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Host Foxy Caldwell was at his finest; singing and playing guitar all afternoon on Friday and dancing and hanging out with patrons Friday night; a rare but welcome nighttime appearance for one of the BVI’s legendary characters.

Foxy and Dave Cooper conceived the catamaran regatta idea when cats became the bareboat of choice in the mid 1990s.

After the race, awards were presented: Natural Mystic, a Moorings 4600 with Josh Mazur driving, took first in the over 45ft class; captured the coveted ‘Baddest Cat’ award and received a case of rum for their efforts. Other class winners included Catatonic (Dirk Delo) in the 40-45ft class, Free Spirit II (Mike Kneafsey) in the under 40ft class, with Happy Hour (Spencer) and Far Cry (Kyle Koopmans) winning the single entrant ‘Day Cat’ and newly ordained ‘One Legged Cat’ classes.

The $40 entry fee benefits The Jost Van Dyke Preservation Society and almost every boat received a prize, mostly meals for four at local restaurants including Gertrudes, Soggy Dollar and Foxy’s. The case of rum was donated by long time sponsor, The Catamaran Company.

After a tasty BBQ dinner, the always wild and entertaining Foxy’s Masquerade Ball ensued. Great costumes and some not-so-great dancing packed the ballroom to the sounds of Shango, Foxy’s son Dean’s house band. Raffle prizes, organized by TTOL members and the BVI fanatic Mark ‘Saildoggie’ Paulson benefited VISAR. Costume prizes for Group, Scariest, Sexiest, and Child, were also awarded.

The race committee, led by Martin Van Houten, has set Saturday November 3 2012 for the 16th Annual Cat Fight. Register the night before or the morning of the race at Foxy’s. For details, email: martin@sailsistership.com

Captain Mark Denebeim offers charters and is writing articles and his memoirs aboard Sanctuary while sailing throughout the Caribbean. For more information visit www.oceanbreezetours.com and www.islandpartyspots.com
After storms delayed the start of the Caribbean 1500, a steady trickle of participating yachts began arriving at Tortola’s Nanny Cay Marina in late November. At press time, 25 yachts had docked and been given their welcome rum punch by new race organisers UK-based World Cruising Club. The World Cruising Club took over the rally from founder Steve Black and his Cruising Rally Association earlier this year and is looking to continue and expand on the success of the event.

The fastest boat to finish was Fat Cat, John Winter’s 24-metre Morelli, which completed the journey from Hampton, Virginia, in just less than six days. They were shortly followed by Blackbird, a Tripp 78 skippered by Michael Reardon, who took the overall win on corrected time ahead of Celebration.

“The start of the race was delayed by four days, which was frustrating for everyone,” commented World Cruising Club event staff Andy Schell. “However, it was a sensible decision, considering how Tropical Storm Sean developed, and we are very pleased that all the crews in both the Bahamas and BVI classes made a safe passage and are now enjoying the fun events and activities that have been laid on.”

For the first time, the arriving boats were able to clear BVI Customs in Nanny Cay, where previously they had to make an additional stop at Soper’s Hole. "After sailing non-stop for ten days, most crews are exhausted and looking forward to getting on dry land. With this in mind we were very pleased to partner with BVI Customs to bring them on-site,” said Nanny Cay general manager Miles Sutherland-Pilch. “

This year the Caribbean 1500 organized a number of different events for all participants including beach BBQs and live music most nights.

“The feedback we have been getting is that everyone has been sharing stories and having a great time which is what the rally is all about,” Mr. Sutherland-Pilch said.

Nanny Cay hosts a number of World Cruising events including ARC Europe and the Atlantic Cup in May. It is also the host of the BVI Spring Regatta and Sailing Festival, now in its 41st year.

For further information, visit: www.nannycay.com for rally information, visit: www.worldcruising.com  

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Have Some Fun!
Twelve-year-old Leonardo Knol, sailing for St. Maarten, took top honors at the 5th annual SOL International Optimist Regatta held November 5th. Second place went to Hosea Williams (15) of Antigua, coached by Olympic medalist, Karl James. Third place went to another St. Maarten youngster, Nathan Smith (9).

Twenty-nine sailors from six island territories participated in the biggest event ever. Sailors and coaches arrived from Anguilla, Antigua, BVI, St. Barths, and Nevis. Organized by the St. Maarten Yacht Club, the regatta featured eminent Race Officer, Alfred Koolen, and International Judge, David De Vries.

“Sol is very pleased to once again be the sponsor of the 2011 Optimist Regatta,” enthused David Antrobus, SOL’s General Manager.

Antrobus said his company had been there from the first Optimist Regatta in 2005 when only 12 boats from two countries participated. And that it was especially pleasing this year to see six countries participating with 29 boats.

The size of this year’s SOL Regatta is notable, not only because of its popularity, but because it’s a challenge to find opportunities for these young sailors to experience ‘big boat’ starts within the region. It’s a real skill to learn how to start properly on a crowded start-line. Success requires superb boat-handling, focused mental strategy, and a keen will to win.

The competitors were divided into two groups: Senior Class for children 12 and over; and Junior Class for those 11 and younger. Nathan Smith (9) from St. Maarten, won the Junior Division, followed by another St. Maarten sailor, Alec Scarabelli (11) and Rocco Falcone (10), of Antigua. The Senior Division standings were Leonardo Knol (12), St. Maarten, Hosea Williams (15), Antigua, and Thomas MacC: (14), Anguilla.

A special Sportsmanship Award was given to ten-year-old Nathalie Fay of the BVI. She experienced a difficult incident while rounding a mark, chose to take the high road, and set a good example for everyone.

Antrobus summed it up at the prize-giving: “Sol looks forward to the day that these young sailors become the Mega yacht captains of the future.”

Twenty-nine boats from six countries made for an action-packed SOL International Optimist Regatta
Mischa Heemskerk, nicknamed ‘The Flying Dutchman’ during the fourth annual Saint Barth Cata Cup, took top honors with teammate Eduard Zanen aboard their Cirrus R Formula 18 catamaran. With six races over three days, and with winds from 10 to 15 knots, it was clear from the get-go that Heemskerk had the advantage. Not surprising as he is the F18 world vice-champion, and while not sailing with his usual partner, Bastian Tentij, Heemskerk repeated his 2009 victory in Saint Barth. The only team that gave them a run for their money was the American duo of John Casey and Dalton Tebo, last year’s winners, who had to settle for second place this time.

On November 17th, the first two races took place in the afternoon, and it was immediately clear that the 2011 Cata Cup would be a duel between the Dutchman Heemskerk and American John Casey. Heemskerk’s Cirrus R Emeraude Plage and Casey’s Nacra Intendant Villa Services took a long lead, and continued to leave the competition further and further behind.

“It was really great,” says Heemskerk. “Not only are we having fun out on the water, but we had good starts, got some good speed going, and the conditions were ideal, just how I like them. The wind was perfect; everyone could sail without any difficulty.”

The top West Indies team of Enrique Figueroa and Saint Barth’s own Yan Van den Haute (sponsored by St. Barth Sailor) took first place in the around-the-island race on Saturday, as Americans Casey and Tebo were sadly unable to compete that day following a pre-race collision that damaged their boat. Out on the water with 15 knots of wind, Heemskerk was once again at the head of the flotilla, until he ran into some difficulty between Public and Gustavia and lost time to Figueroa and Van den Haute.

“I had an incredible opportunity to sail with a champion like Enrique,” explains Yan. “On Saturday there was three-way competition with Manu Boulogne and Mischa Heemskerk. It was during the last leg under spinnaker that made the difference for us. We were the only ones to catch a gust of wind and that gave us a solid lead of five minutes. What a thrill.”
Unfortunately Sunday’s races were cancelled due to lack of wind and instead the boats sailed back to the commercial dock to be disassembled and put back into the shipping containers for their return home.

The awards ceremony (with Ernest Brin representing the Port of Gustavia and Nils Dufu for the Collectivity of Saint Barth) was held on Sunday evening at Nikki Beach, which served as race headquarters and was the venue for some evening events including a cocktail party followed by dinner at the Guanahani Hotel & Spa.

Organized by volunteers from the Saint Barth Multi-Hulls Association in collaboration with the Centre Nautique, this event is putting Saint Barth on the map in terms of catamaran racing and the participants were eager to register for next year!

For a complete list of rankings and sponsors, visit: www.stbarthcatacup.com

Ellen Lampert-Gréaux lives in Saint Barthélemy where she is editor-in-chief of Harbour Magazine. A regular contributor to All At Sea, she also writes about entertainment, design and technology for Live Design magazine, and about Caribbean architecture for MACO, a Trinidad-based lifestyle magazine.
Guadeloupe

CARIBBEAN SURF SKI TOUR
FRANCK FIFILS TAKES OVERALL HONOURS
BY ROBERT LUCKOCK

Guadeloupe’s Franck Fifils emerged over-all winner of the 2011 Caribbean Surf-ski Tour following the Karukera Challenge held in Guadeloupe on October 29th. His fourth place finish in Guadeloupe assured him of enough points in the bag for overall victory based on his win in St. Maarten earlier at the Soualiga Challenge.

Fifils, who won the Soualiga Challenge for the third time in its seven year history, pocketed the 3,000 euro prize money for winning the tour.

This year the tour comprised just two events following the cancellation of Antigua’s Downwind Classic due to lack of sponsorship and logistical difficulties. Therefore there was no discard race.

The Karukera Challenge, a 25km paddle from Capesterre Belle Eau to Basse Terre on Guadeloupe’s south west coast, was won by France’s Open Water Vice Champion Yannick Laousse. Winds were from the east at around 15 knots with five-to-six-foot seas. The last 3km was paddled in the lee of the island in flat seas.

The event attracted some 50 participants including two world champion K1 and K2 marathon paddlers and benefited from good media coverage. Among the entries were six double surf skis and three stand-up paddleboarders.

The results were: Yannick Laousse first in 2:14:38, Walter Bouzan (Spain) second 2:15:58; Stéphane Roudault (France) third 2:16:22.

“St. Maarten was one of the nicest events we’ve had so far, conditions-wise,” remarked tour organisser Stuart Knaggs. “And Guadeloupe was great too. We had good downwind runs for the first part of the race and the last 3-4km was flat which always kills me. It was very hot. But it was a good field with some big names, some of whom were flat water specialists making the transition to surf ski. It was a trimmed down tour this time and we will have to make a decision what to do about Antigua next year.”

Robert Luckock is a British journalist and freelance writer residing in St. Maarten since 1984. He is currently The Daily Herald’s correspondent for French St. Martin and was one of All at Sea’s very first contributors.
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<tr>
<td>Cabo San Lucas, Mexico</td>
<td>Marina Cabo San Lucas</td>
<td>+52 624 197 9140</td>
<td>18' 200' 380</td>
<td>•</td>
<td>110V 30 Amps; 220V 50Amps; 100Amps 3-Phase</td>
<td></td>
<td>•</td>
<td>110/220</td>
<td>88A  FREE</td>
<td></td>
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<tr>
<td>Colombia</td>
<td>Marina Santa Marta</td>
<td>+57 5 421 5037</td>
<td>11.5' 132' 256</td>
<td>•</td>
<td>110V 220V 50Amps; 100Amps 3-Phase</td>
<td></td>
<td>•</td>
<td>110/220</td>
<td>16  FREE</td>
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<tr>
<td>Costa Rica</td>
<td>Marina Papagayo</td>
<td>+506 2690 3600</td>
<td>25' 180' 180</td>
<td>•</td>
<td>120/240V Single-Phase, 30/50 100Amps; 120/208V or 480V 3-Phase 100Amps</td>
<td></td>
<td>•</td>
<td>110/220</td>
<td>16/23 FREE</td>
<td></td>
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<td></td>
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<tr>
<td>Montauk, NY</td>
<td>Montauk Yacht Club</td>
<td>631 668 3100/888-MY-8668</td>
<td>12' 200' 232</td>
<td>•</td>
<td>110V, 220V, 480V 3-Phase</td>
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<td>•</td>
<td>110/220</td>
<td>09  FREE</td>
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<tr>
<td>NY Harbor - Jersey City</td>
<td>Newport Yacht Club/Marina</td>
<td>201 626 5550</td>
<td>8.25' 163' 154</td>
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<td>110V, 220V 30/50/100Amps</td>
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<td>110/220</td>
<td>16/72 FREE</td>
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ASK ABOUT ADDING YOUR MARINA TO THE ALL AT SEA MARINA GUIDE CONTACT ADVERTISING@ALLATSEA.NET
## CARIBBEAN BOATYARDS
ALL AT SEA’S CARIBBEAN BOATYARD GUIDE

<table>
<thead>
<tr>
<th>Jolly Harbour, Antigua</th>
<th>Jolly Harbour Marina / Boat Yard</th>
<th>17°04’46.4 N</th>
<th>61°54’37.0 W</th>
<th>(268) 462-6041</th>
<th>10’</th>
<th>250’</th>
<th>no limit</th>
<th>no limit</th>
<th>110/220</th>
<th>8am-5pm</th>
<th>70</th>
<th>•</th>
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<tbody>
<tr>
<td>Aruba</td>
<td>Varadero Caribe</td>
<td>12°32’0 N</td>
<td>70°02’0 W</td>
<td>297-588-3850</td>
<td>7’</td>
<td>85’</td>
<td>23’</td>
<td>no limit</td>
<td>120/240</td>
<td>8am-4pm</td>
<td>60</td>
<td>•</td>
<td>•</td>
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<tr>
<td>Tortola, BVI</td>
<td>Nanny Cay Hotel &amp; Marina</td>
<td>18°25’0 N</td>
<td>64°37’0 W</td>
<td>(284) 494-2512</td>
<td>11’</td>
<td>160’</td>
<td>45’</td>
<td>no limit</td>
<td>110v 30amp/220v 50amp/3 phase 100 amp</td>
<td>7am-6pm</td>
<td>70</td>
<td>•</td>
<td>•</td>
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<tr>
<td>Tortola, BVI</td>
<td>Soper’s Hole</td>
<td>18°23’46’</td>
<td>-64°41’53’</td>
<td>(284) 495-3349</td>
<td>7’</td>
<td>65’</td>
<td>18’ and 40’</td>
<td>7’</td>
<td>110/220</td>
<td>8-5, Mon-Sat</td>
<td>45</td>
<td>•</td>
<td>•</td>
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<tr>
<td>Tortola, BVI</td>
<td>Tortola Yacht Services</td>
<td>18°25’0 N</td>
<td>64°37’0 W</td>
<td>(284)-494-2124</td>
<td>10’</td>
<td>68’</td>
<td>20’</td>
<td>no limit</td>
<td>220V, 50A, 110V, 30A</td>
<td>7-4, 7days</td>
<td>70</td>
<td>•</td>
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<tr>
<td>Virgin Gorda, BVI</td>
<td>Virgin Gorda Yacht Harbour</td>
<td>12°01’00”</td>
<td>61°40’05”</td>
<td>284-495-5318</td>
<td>10</td>
<td>150</td>
<td>34</td>
<td>no limit</td>
<td>110/120</td>
<td>6am-6pm</td>
<td>70</td>
<td>•</td>
<td>•</td>
<td>•</td>
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<tr>
<td>Curacao</td>
<td>Curacao Marine</td>
<td>12°0 N</td>
<td>68° W</td>
<td>599 9 562-8000</td>
<td>9’</td>
<td>120’</td>
<td>33’</td>
<td>193</td>
<td>110/220 380</td>
<td>24/7</td>
<td>40</td>
<td>•</td>
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<tr>
<td>Boca Chica, D.R.</td>
<td>Marina ZarPar</td>
<td>18°26.4’</td>
<td>69°37.23’</td>
<td>(809) 523-5858</td>
<td>7.5’</td>
<td>65’</td>
<td>28’</td>
<td>no limit</td>
<td>110/220 380</td>
<td>9am-5pm</td>
<td>70</td>
<td>•</td>
<td>•</td>
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<tr>
<td>La Romana, D.R.</td>
<td>IBC Shipyard</td>
<td>18°23’55’ N</td>
<td>68°53’55’ W</td>
<td>+809 449 3321/3323</td>
<td>12’</td>
<td>110’</td>
<td>26’</td>
<td>no limit</td>
<td>110/220 3 phase 100/50/30 amp</td>
<td>8-5 M-F</td>
<td>120</td>
<td>•</td>
<td>•</td>
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<tr>
<td>Grenada</td>
<td>Grenada Marine</td>
<td>12°01:20</td>
<td>61°40:05</td>
<td>00-1-473-443-1667</td>
<td>12’</td>
<td>75’</td>
<td>31.5’</td>
<td>0</td>
<td>110/220</td>
<td>8-5, M-F, 8-12, Sat</td>
<td>70</td>
<td>•</td>
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<tr>
<td>Grenada</td>
<td>Spice Island Marine Center</td>
<td>12°5’</td>
<td>61°43’</td>
<td>473-444-4257</td>
<td>12’</td>
<td>70’</td>
<td>25.4’</td>
<td>0</td>
<td>110/230</td>
<td>8am-4:30 pm</td>
<td>70</td>
<td>•</td>
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<tr>
<td>Puerto Rico</td>
<td>Varadero @ Palmas</td>
<td>18°04’37’ N</td>
<td>65°47’57’ W</td>
<td>787-656-9211</td>
<td>11’</td>
<td>110’</td>
<td>26’</td>
<td>no limit</td>
<td>50/30 amp</td>
<td>8-5, 7days</td>
<td>110</td>
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<tr>
<td>St. Lucia</td>
<td>Rodney Bay Marina</td>
<td>14°04’32.2’ N</td>
<td>60°56’55.6’ W</td>
<td>758-452-0324</td>
<td>14’</td>
<td>275’</td>
<td>55’</td>
<td>no limit</td>
<td>110v/60, 220v/50, 480v 3 phase; 100 amps/leg; 220v 3 phase; 100 amps/leg; 220v/40 amps; 100v 30amps; 50 &amp; 60 hz</td>
<td>8am-5pm</td>
<td>75</td>
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<td>•</td>
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<tr>
<td>St. Croix, USVI</td>
<td>St. Croix Marine</td>
<td>17°45’</td>
<td>64°42’ W</td>
<td>340 773-0289</td>
<td>11’</td>
<td>68’</td>
<td>13’8’</td>
<td>no limit</td>
<td>110v 30amp; 220v 50amp; 3 phase 100amp</td>
<td>8-5, Mon-Sat</td>
<td>60</td>
<td>•</td>
<td>•</td>
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</tr>
<tr>
<td>St. Thomas, USVI</td>
<td>Subbase Drydock</td>
<td>18 N</td>
<td>65 W</td>
<td>340-776-2078</td>
<td>15’</td>
<td>180’</td>
<td>54’</td>
<td>no limit</td>
<td>460 three phase/220/110</td>
<td>8-5, Mon-Sat &amp; 700</td>
<td>•</td>
<td>•</td>
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</tr>
</tbody>
</table>

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  - “Cedar”
  - 5 Cabins / 5 Heads
  - Asking $169,000

- **2007 CYCLADES 50**
  - “Viva Libre”
  - 5 Cabins / 5 Heads
  - Asking $220,000

- **2005 LEOPARD 47**
  - “Sensation”
  - 4 Cabins / 4 Heads
  - Asking $299,000

- **2006 OCEANIS 473**
  - “Bragina”
  - 3 Cabins / 3 Heads
  - Asking $155,000

- **2006 LEOPARD 46**
  - “Cascada”
  - 4 Cabins / 4 Heads
  - Asking $379,000

- **2006 LEOPARD 43**
  - “Sea Sea Lady”
  - 3 Cabins / 3 Heads
  - Asking $370,000

- **2007 CYCLADES 43**
  - “The White Rose”
  - 3-4 Cabins / 2 Heads
  - Asking $120,000

- **2005 OCEANIS 42CC**
  - “Friends’ Ship”
  - 2 Cabins / 2 Heads
  - Asking $120,000

- **2005 OCEANIS 423**
  - “Life of Kyle’s Too”
  - 3 Cabins / 3 Heads
  - Asking $135,000

- **2007 LEOPARD 40**
  - “Leopaul”
  - 4 Cabins / 2 Heads
  - Asking $260,000

- **2006 OCEANIS 393**
  - “Scooter”
  - 3 Cabins / 2 Heads
  - Asking $120,000

- **2007 CYCLADES 43**
  - “Wild Irish Rose”
  - 3 Cabins / 2 Heads
  - Asking $109,000

- **2004 LAGOON 380**
  - “Holy Molly”
  - 4 Cabins / 2 Heads
  - Asking $185,000

- **2005 OCEANIS 373**
  - “Lila 2”
  - 3 Cabins / 1 Head
  - Asking $80,000

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**Yacht Sales**
**Yacht Management**
**Tortola**
**British Virgin Islands**

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**74' PRIVILEGE, 2006.** 8 Guests + 4 crew. VERY active business included. Just Reduced: $3.95M

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Excellent condition clean and upgraded. $125K

Jeanneau 44 SUN MAGIC
owners version. Needs some varnishing. Sound vessel $50K Euro

2001 Gemini 35 Sport.
Fully equipped for cruising!

NAUTA 70
Glorious machine in impeccable condition

OYSTER 41
Racer Cruiser OFFERS!

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SUN ODYSSEY 44
AWESOME MACHINE!!~


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1995 Steel Gaff Ketch Magnificent. UK Sterling

1988 Barens Sea trader. Steel. Great condition. $69K Sail away OFFERS!


56 ft Stealth Power Cat. One owner, never chartered. Glorious luxury & stunning speed. $825K

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Jeanneau 44 SUN MAGIC
owners version. Needs some varnishing. Sound vessel $50K Euro

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Racer Cruiser

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1989 Privilege 45. Cat. In weekly use. Lying Belize. $275K

1995 Steel Gaff Ketch Magnificent. UK Sterling

1988 Barens Sea trader. Steel. Great condition. $69K Sail away OFFERS!
<table>
<thead>
<tr>
<th>Name</th>
<th>Year</th>
<th>Features</th>
<th>Asking Price</th>
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<tbody>
<tr>
<td>54' Hylas Deck Saloon '99/00</td>
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<td>(1) Standard Deck. (1) Deck Salon. Starting @ $550K</td>
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<tr>
<td>'54'Ta Chiao CT54 1982</td>
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<td>Strong, Seaworthy, Beautiful</td>
<td>$249K</td>
</tr>
<tr>
<td>'52'Sparkman &amp; Stephens '74</td>
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<td>Yawl, Great Lines, Aluminium</td>
<td>$99 K</td>
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<tr>
<td>50' Beneteau 510 1992</td>
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<td>Comfortable, Big, Fast, Fun</td>
<td>$129 K</td>
</tr>
<tr>
<td>50' Nautor Motorsailer '78</td>
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<td>Refitted For World Cruise In 07. Asking $190 K</td>
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<tr>
<td>'49 Hunter 49 2008/09</td>
<td></td>
<td>(1) Private, (1) Chartered, Great Prices. (2) Starting From $280K</td>
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<tr>
<td>'49'Jeanneau 49DS 2005</td>
<td></td>
<td>Immaculate And Loaded</td>
<td>$299 K</td>
</tr>
<tr>
<td>'48' Swan 48 2000</td>
<td></td>
<td>Immaculate, Quality Cruiser</td>
<td>$465 K</td>
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<tr>
<td>'47' Hylas 2001</td>
<td></td>
<td>Quality Performance Cruiser</td>
<td>$335 K</td>
</tr>
<tr>
<td>'46' Beneteau 461 2000</td>
<td></td>
<td>Well Outfitted and Updated</td>
<td>$119 K</td>
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<tr>
<td>'45' Cape George 45 1992</td>
<td></td>
<td>Highest Quality, Classic Yacht</td>
<td>$349 K</td>
</tr>
<tr>
<td>'45' Jean. Sun Odyssey '99</td>
<td></td>
<td>Performance Orientated, Ready To Go. Asking $135 K</td>
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<tr>
<td>'44'CSY 1978/79</td>
<td></td>
<td>Original Caribbean Cruiser</td>
<td>$60 K</td>
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<tr>
<td>'44' Hunter 44DS 2004/06</td>
<td></td>
<td>(1) Private, (1) W/ New Engine &amp; Generator. (2) Starting From $185 K</td>
<td></td>
</tr>
<tr>
<td>'44' Mason 1987</td>
<td></td>
<td>Ocean Ready And Ready To Go.</td>
<td>$199 K</td>
</tr>
<tr>
<td>'43' Beneteau Idyllie 13.5 1984</td>
<td></td>
<td>Cruise Ready, Great Condition</td>
<td>$79 K</td>
</tr>
<tr>
<td>'42' Hunter Passage '91/95</td>
<td></td>
<td>Centerline Queen Bunk</td>
<td></td>
</tr>
<tr>
<td>'42' Catalina 42 1989</td>
<td></td>
<td>Lowest on the Market</td>
<td>$59 K</td>
</tr>
<tr>
<td>'41' Lagoon 410 2006</td>
<td></td>
<td>Well Priced Gen &amp; Air Boat</td>
<td>$285 K</td>
</tr>
<tr>
<td>'41' Beneteau Oceanis 411 '01</td>
<td></td>
<td>Classic 3 Cabin With All The Gear. Asking $109 K</td>
<td></td>
</tr>
<tr>
<td>'40' Fount. pajot Lavezzi 2004</td>
<td></td>
<td>Fast, Stylish Cruising Cat</td>
<td>$199 K</td>
</tr>
<tr>
<td>'40' Robertson &amp; Caine 40 '09</td>
<td></td>
<td>Never Chartered, Owner's Version. Asking $144 K</td>
<td></td>
</tr>
<tr>
<td>'38' Island Packet 1992</td>
<td></td>
<td>Comfortable, Strong, Ready To Go Cruiser! Asking $144 K</td>
<td></td>
</tr>
<tr>
<td>'38' Freedom 1986/88</td>
<td></td>
<td>Best Value on the Market</td>
<td>$64 K</td>
</tr>
<tr>
<td>'37' Nautor's Swan 1985</td>
<td></td>
<td>Beautiful Ron Holland Design</td>
<td>$99 K</td>
</tr>
<tr>
<td>'36' Maxim Yachts 1999</td>
<td></td>
<td>Light, Strong and Fast</td>
<td>$145 K</td>
</tr>
<tr>
<td>'36' Fount. pajot Mahe 2007</td>
<td></td>
<td>Great Layout, Lowest on Market</td>
<td>$189 K</td>
</tr>
<tr>
<td>'36' Jaguar 36 2005</td>
<td></td>
<td>Affordable Late Model Cat</td>
<td>$155 K</td>
</tr>
<tr>
<td>'36' Beneteau Oceanis 361 '00</td>
<td></td>
<td>Well Maintained Island Cruiser</td>
<td>$59 K</td>
</tr>
<tr>
<td>'32' Beneteau Oceanis 321 '95</td>
<td></td>
<td>Clean and Well Priced</td>
<td>$335 K</td>
</tr>
</tbody>
</table>

**Why are so many people still buying yachts from BVI Yacht Sales?**

Largest Independent Yacht Brokerage in the Caribbean; more centrally listed yachts than any other non-affiliated brokerage in the region offering wide appeal and variety.

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Our highly modified and strengthened 1978 Hughes 38 will complete her second circumnavigation in the Caribbean during December 2011—and is offered for quick sale at $39,900. Extensive inventory. Offshore ready. Meet us in a dinghy with the cash as we sail by, and your next stop could be Panama.

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---

1992 fast motor cruiser. Twin MTU 8V 183TE, 645 hp, 1,100 hours. 15kw Westerbeke genset, watermaker, a/c, bow thruster. 3 cabins/two heads. Big salon, refitted galley. Big flybridge. Excellent cond. Great family boat/live aboard. Based Grenada. US$245,000

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---

FOR SALE

1973 Venerable Schooner Penelope, 34'

Frequent winner, Foxy’s WBR. Strip planked Gomier-sheathed, sound, easily driven hull, weatherly-owner built spacious open interior. Excellent opportunity for a wooden boat lover with shipwright skills. 515,000

Les Andersen: schoonereast@yahoo.com

---

FOR SALE

SEA RAY 550 SEDAN BRIDGE

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- Introductory base price $129,000 plus power
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- Glass bottom available
- Set up for beach loading
- Fast delivery

Call Ron Cooper (727)-367-5004 www.coopermarine.com
<table>
<thead>
<tr>
<th>Yacht</th>
<th>Year</th>
<th>Manufacturer</th>
<th>Model</th>
<th>Length</th>
<th>Engine</th>
<th>Price</th>
</tr>
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<tbody>
<tr>
<td>32' Rival MDC</td>
<td>1978</td>
<td>32' Rival MDC</td>
<td>1978</td>
<td>US$35,000</td>
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<td></td>
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<tr>
<td>30' Carter 30</td>
<td>1984</td>
<td>30' Carter 30</td>
<td>1984</td>
<td>Reduced to US$25,000</td>
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<tr>
<td>24' Tes 720</td>
<td>2007</td>
<td>24' Tes 720</td>
<td>2007</td>
<td>Reduced to US$40,000</td>
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<td></td>
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<tr>
<td>32' Silverton</td>
<td>1996</td>
<td>32' Silverton</td>
<td>1996</td>
<td>US$42,000</td>
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<tr>
<td>42' Cabo Rico</td>
<td>2001</td>
<td>42' Cabo Rico</td>
<td>2001</td>
<td>US$165,000</td>
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<tr>
<td>40' Beneteau Center Cockpit</td>
<td>1998</td>
<td>40' Beneteau Center Cockpit</td>
<td>1998</td>
<td>US$295,000</td>
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<tr>
<td>32' Catalina</td>
<td>1996</td>
<td>32' Catalina</td>
<td>1996</td>
<td>US$49,000</td>
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<tr>
<td>46' Hallberg Rassy</td>
<td>2006</td>
<td>46' Hallberg Rassy</td>
<td>2006</td>
<td>US$359,000</td>
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<td></td>
</tr>
<tr>
<td>40 Tiara Hardtop Express</td>
<td>1999</td>
<td>40 Tiara Hardtop Express</td>
<td>1999</td>
<td>Twin cats, genset, fully equipped 2 cabins, extended top, dinghy $200,000</td>
<td></td>
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</tr>
<tr>
<td>38' 2007 Beneteau</td>
<td>2007</td>
<td>38' 2007 Beneteau</td>
<td>2007</td>
<td>US$100,000</td>
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<td></td>
</tr>
<tr>
<td>37' 2006 Hallberg Rassy</td>
<td>2006</td>
<td>37' 2006 Hallberg Rassy</td>
<td>2006</td>
<td>US$359,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>36' 1979 Fisher 37</td>
<td>1979</td>
<td>36' 1979 Fisher 37</td>
<td>1979</td>
<td>UK Sterling 50,000</td>
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</tr>
<tr>
<td>37' 1979 Fisher 37</td>
<td>1979</td>
<td>37' 1979 Fisher 37</td>
<td>1979</td>
<td>UK Sterling 50,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>36' 1978 Steel Sloop (ROB)</td>
<td>1978</td>
<td>36' 1978 Steel Sloop (ROB)</td>
<td>1978</td>
<td>US$30,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>32' Carter 30</td>
<td>1984</td>
<td>32' Carter 30</td>
<td>1984</td>
<td>Reduced to US$25,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>30' 1980 Mainship Pilot</td>
<td>1980</td>
<td>30' 1980 Mainship Pilot</td>
<td>1980</td>
<td>Single Yanmar, full cabin w/galley &amp; head Low hours, super clean &amp; well maintained $110,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>42' 1999 Wauquiez Pilot Saloon</td>
<td>1999</td>
<td>42' 1999 Wauquiez Pilot Saloon</td>
<td>1999</td>
<td>EU247,500</td>
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<tr>
<td>43' 1989 Wauquiez Pilot Saloon</td>
<td>1989</td>
<td>43' 1989 Wauquiez Pilot Saloon</td>
<td>1989</td>
<td>EU250,000</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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1980 34' Wharram Tangaroa for US$20,000

1996 32' Silverton (priced for quick sale) US$42,000

1979 42' Pearson Reduced to US$40,000

2007 24' Tes 720 Reduced to US$40,000

1984 30' Carter 30 Reduced to US$25,000

MONOHULLS

24' 2007 Tes 720 Reduced to US$40,000
30' 1984 Carter 30 Reduced to US$25,000
32' 1987 Rival MDC US$35,000
32' 1996 Silverton (priced for quick sale) US$42,000
34' 1978 Steel Sloop (ROB) US$30,000
36' 1977 Roberts Home Built (located in Barbados) US$40,000
37' 1979 CSY US$65,000
37' 1979 Fisher 37 UK Sterling 50,000
37' 2006 Hallberg Rassy US$359,000
38' 1987 Topaz US$85,000
38' 1997 Beneteau US$100,000
38' 2005 Van de Stadt Seal US$70,000
39' 1968 Cheoy Lee Off Shore Reduced to US$70,000
40' 1981 Divorne Steel US$50,000
42' 1979 Pearson US$88,500
42' 1980 Tiara Hardtop Express US$39,000
42' 1986 Endeavour US$99,000
43' 1985 Gitana US$115,000
43' 1989 Wauquiez Pilot Saloon EU247,500

POWER

55' 1989 Viking Motor Yacht Reduced for family yacht or corporate getaway US$395,000
55' 1986 Angel Cockpit Motor Yacht Cats, owner’s layout, live aboard US$150,000
42' 2004 Searay Sundancer Twin Yanmars, Genset, full canvas US$230,000
38' 1987 Camcraft Aluminum crew boat, completely refit in 2002 US$50,000
37' 2005 Fountain Pajot Power cat, private yacht never chartered US$320,000
30' 2000 Manship Pilot Single Yanmar, full cabin w/galley & head US$79,000
30' 2001 Pursuit 3070 Center console w/t top, twin Yamaha 250’s, head US$49,000
27' 1997 Rinker Mercruiser w/new outdrive, full cabin, super clean US$29,900
26' 1985 Shamrock Center console, custom top, 200 hp Perkin diesel US$35,000
24' 2008 Seaway Downeast runabout, Yamaha w/32 hrs, cuddy cabin US$78,500

MULTIHULLS

33' 1998 Jeanneau Sun Magic Reduced to US$110,000
45' 1994 Vickers 45 US$40,000
45' 1998 Peterson cutter US$169,999
40' 1999 Passport a/c 44 US$365,000
46' 1988 Comet 460 US$136,000
46' 2001 Tayana (Vancouver pilot house) US$329,000
51' 1985 Beneteau US$225,000
51' 1989 Beneteau (owner’s version) US$145,000
55' 1979 Herreshoff Marco Polo US$170,000
55' 1998 Zerft Motor Sailer (must sell!!!) US$60,000
72' 1990 Custom Aluminium Cutter US$699,000
72' 1997 Kim’s Yacht Company Ketch US$220,000

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Yanmar 4DNT engine, Furuno GPS, sonar, 2,500 hours! Photo includes: Yanmar 240 HP engines, & full electronics, windlass. US$115,000. Tel: 268 725 2666, 42tayana@gmail.com

FOR SALE - 1982 31′ BERTRAM CRUISER  
340 hp Yanmar @750 hp each, twin disc transmissions @ 1.5 to 1, Amerson surface drives, 42 mph cruise/48 top, bow thruster, Northern Lights gen set, air-conditioned fwd & aft staterooms, full galley, head with shower, flat screen TV & stereo, full instrumentation, sat nav, spare set of props, 300 gal. fuel/100 water.  
$200,000  
50 TOO GOOD TO BE TRUE? BELIEVE IT! Arthur Halpern - 252-249-7299

FOR SALE - 1978 CATALINA 28  
235 hp Yanmar @750 hp each, twin disc transmissions @ 1.5 to 1, Amerson surface drives, 42 mph cruise/48 top, bow thruster, Northern Lights gen set, air-conditioned fwd & aft staterooms, full galley, head with shower, flat screen TV & stereo, full instrumentation, sat nav, spare set of props, 300 gal. fuel/100 water.  
$200,000  
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FOR SALE  GLACIER BAY 26-60 CENTER CONSOL 2004  
Excellent condition, full electronics, windshield & trailer. Yamahas 150hp 4 strokes 45hrs. Call Alex 787-642-4307

BAYLINER CIERRA SUNBRIDGE 2755  
14,500 USD. Major overhaul this summer, looks very nice. Mercruiser 260 HP. All data and Photos can be seen here: http://casaandalucia.co.uk/  
Bayliner.html Location Curacao

2006 BAYLINER 305 CABIN CRUISER @ $62,000. Spotless w/generator, AC, GPS / chart, hot water, full galley, two cabins. Twin 5.0 MPI 260hp stndrive w/contraprops with only 130 hours! Style & speed, must sell. Brent (284) 545-2536 / brentww04@yahoo.com

FOR SALE - 1982 31′ BERTRAM  
Complete rebuild with nicaid, surveyed May 2011 Yanmar 240 HP engines & full electronic package. US$115,000.00. Tel: 345-949-3200; Email: bayside@cardwky.com

2001 AZIMUT 46 FLYBRIDGE, 2 x Caterpillar 457 PS/356 Kw, Laenge 14.93 m Breite 4,42 m European luxury yacht, with perfect technology, comfort and elegance. Complete equipped with all extras. 3 cabins/6 beds; entire yacht inside massive cherry wood; grand de luxe model; Alcantara cushions in color yellow-green, tea floor in cockpit and

SAILBOATS

J-29 “SWEETNESS”  
Great shape, navy w/ white bottom. Twin Yanmar 365 engines running well over the keel. Excellent inventory. Offshore friendly boat. Ashore meet you in a dinghy with the cash as we sail by, and your next stop could be Panama. Contact fatty@fattycowder.lander.com

TAYANA 42 1980 aft cockpit, fiberglass deck. Sailing Magazine’s “One of the Best 10 used boats to sail around the world

SAILBOATS


FOR SALE - “STREAKER”, SOVEREL 30, 1978. Well known, successful, Caribbean Regatta Boat Cruiser / Racer. CSA 0.792 / 0.815. 15hp Yanmar 4DNT 2006 (385 hrs.) Well equipped. Lots of sails. (North, Sobstad, Channon) some brand new. Asking $US 16,000. Email sanand1@cord.com

34′ JEANNEAU SUN ODYSSEY 1992.  

HUNTER 44DS 2004 “FULL MOON” $189,000. Just listed at Nanny Cay, she’s loaded with many (most) factory add ons. Never in Charter. Professionally stocked and furnished. Just bring your clothes and Set Sail! See details at byvayachtsales.com and/or yachtworld.com. Jeff on the “Full Moon” williams@jeffery66@yahoo.com

CT 47 CUTTER, KETCH, CENTER COCKPIT. Very comfortable live aboard ocean cruiser. 2009 survey ($95k) and photos available. Discounted to $65k for quick sale. Moored in Coral Harbor, St. John, USVI. Contact interest@drd@hotmail.com or 340-643-2899

SELLING A 52 FT DAY CHAR-LUX SAILING CAT HETREE SAILING CAT IN ANTIGUA. Boat is currently registered to carry 49 passengers. Twin yanmar 75 hp engines running well after recent rebuild. The boat is ready to make money for you if put in the right market. US $150,000. Call 268 725 7263 for more info.

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PANOCEANIC 43 - 1983 TED BREWER DESIGNED CENTER COCKPIT CUTTER. Fully equipped and ready for live aboard cruising. 200 gal water, 200 gal fuel. 2 double state-rooms, 2 heads w/shower. Located Windward Islands. US$69,000 More info see my site at: www.sailboatsforsa-le.co.uk or contact me: caribbean_TH@yahoo.com

FUN IV, 1979 J-36 CAYENNITA GRANDE WITH ASPECT RACING, CRUISING SAILS. J-36 CAYENNITA GRANDE WITH".

MODIFIED AND STRENGTH- ENEOURED SCHOONER PENE- LOPE, 34′ COWHORN, shipwright skills needed. Tarraco rig, weath- erly, strip planked, Gomier (Dominican hardwood), sound hull sheathed and frequent winner Fox’s W.B.R. since 1973. Specialious interior, owner built St. John VI $20,000. schoonearest@yahoo.com


FOR SALE CORSAIR 36 TRIMARAN CRUISER-RACER WITH TRAILER. 2006, Honda 50 hp, North Sails 2008/9, Many extras, located St. Maarten, $205 000. Tel: 0059995816334, paul@lagoon-marina.com

J-36 CAYENNITA GRANDE WITH RACING, CRUISING SAILS. Bulb keel, propane stove with oven. 3GMG engine over the keel. Very successful racer. On the hard at Nanny Cay. All offers considered. Asking 35K. Cayennita@hotmail.com

WILD CARD, OUR HIGHLY MODIFIED AND STRENGTH- ENED 1978 HUGHES 38, will complete her second circumnavigation in the Caribbean during December 2011—and is offered for quick sale at $39,900. Extensive inventory. Offshore ready. Meet us in a dinghy with the cash as we sail by, and your next stop could be Panama. Contact fatty@fattycowder.lander.com

TAYANA 42 1980 aft cockpit, fiberglass deck. Sailing Magazine’s “One of the Best 10 used boats to sail around the world

Continued on page 95
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40’ 84 Endeavour, ready to cruise .....$55K
40’ 01 Jeanneau Sun Odyssey, 3 strms .....$79K
43’ 86 Pan Oceanic, Bluewater cruiser .....$155K
44’ 77 CSY Sloop, new rigging .....$99K

POWER
26’ 87 Whale Boat, Diesel, CG cert. .....$18K
26’ 87 Cady White, Cuddy Cabin, Twin Yanahas, $39K
26’ 99 Mak, Twin Yanahas .....$20K
27’ 88 Luhrs Alura, cabin, I/B gas cabin .....$15K
30’ 01 Scarab Sport Twin Mercs .....$55K
34’ 89 Sea Ray Express, Diesels .....$55K
34’ 00 Sea Ray Sundancer, Twin Mercs, A/C. .....$72K
37’ 96 CML Trawler. Engine work needed. .....$20K

39’ 88 Mainship Trawler, Twin diesels .....$79.9K
40’ 02 Oliver Marine Express Cruiser .....$220K
42’ 01 Grand Banks MY, CG Cert 42 pass. .....$74.5K
43’ 93 Marine Trading MY .....$85K
48’ 99 Dyna Craft MY, 435HP diesels .....$230K
48’ 92 Dyna Craft MY, 3 strms. 450 HP Cats .....$295K
53’ 76 Untitled, custom Navy transport. $89.9K
55’ 06 Dyna Craft MY, 3 strms, 700 HP Cats .....$530K

52’ 1958 Alden Design .....$120,000
43’ 1973 Monk Design .....$135,000
28’ 1990 Cape Dory .....$35,000

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55’ 2006 Dyna Craft MY .....$550,000
40’ 2001 Jeanneau Sun Odyssey .....$79,000
40’ 2002 Corinthian .....$250,000

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aquadocmarine@surfbvi.com  
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NOW $460 !!!!

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12 VOLTS, 90 AMPS  
PART# 35361 / 66021535  
Regular Price: $656  
NOW $289 !!!!

**24 VOLTS, 60 AMPS**  
PART# 35362, 66021532  
Regular Price: $652  
NOW $398 !!!!

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Quinoa is highly nutritious. High in protein and complex carbohydrates, low in fat, and rich in vitamins and minerals than other grains, quinoa is gluten free and considered an ideal food for those prone to food allergies.

Over the summer I added Quinoa as my daily staple and here is one of the recipes. It is easy to make, a delicious side salad and because it is high in protein, can be a satisfying main dish as well.

**QUINOA SALAD WITH ‘CARIBBEAN CAVIAR’**
Prep time: 10 minutes. Cooking time: 15-20 minutes. Serves: 4

- 1 cup quinoa, rinse with cold water in a fine mesh strainer, drain well
- 1 stick cinnamon
- 1 bay leaf
- 12 oz low sodium chicken broth such as Swanson’s
- 1/2 cup dried cranberries

Heat a 2 qt saucepan and add drained quinoa. Stir until it dries and turns a few shades darker. Add cinnamon stick, bay leaf, and chicken broth. Bring mixture to a boil and immediately turn heat down to a simmer. Cover and simmer for about 15-20 minutes until all the liquid has been absorbed.

Put cooked quinoa in a large bowl. Remove bay leaf, add the dried cranberries, lemon zest, Caribbean Caviar, artichoke, and cilantro. Stir to combine. Add salt and freshly ground pepper to taste. Serve at room temperature or chilled. Remove cinnamon stick and top with toasted almonds just before serving.

Note: Can be made 2 or 3 days ahead, covered and refrigerated.

**CARIBBEAN CAVIAR (aka Texas Cowboy Caviar)**
Prep time: 10 minutes. Cooking time: about 25 minutes. Serves: 4

- 1 15-oz can black eye peas, rinsed & drained
- 1 15-oz can black beans, rinsed & drained
- 1 large firm ripe tomato, diced
- 1/2 cup cooked fresh or frozen corn kernels
- 1/2 sweet bell pepper, cored & seeded, cut into 1/4” dice
- 1 jalapeño pepper (remove seeds if less heat is desired)
- 1 cup apple cider vinegar
- 2 Tbsp olive oil
- 1 Tbsp sugar
- Zest and juice from one lime or lemon
- 1/2 tsp dried thyme
- 1/2 tsp oregano or marjoram
- Salt and freshly ground pepper to taste
- 1/4 cup chopped cilantro

In a large bowl, toss and combine all ingredients. Cover and refrigerate several hours or overnight.

Note: Can be made up to 5 days ahead, covered and refrigerated.

**ALKALINE DELIGHT** (A great way to start the day…)
Prep time: 2 minutes. Type of Glass: Big, red wine glass. Serves: 1

- 8 oz of pure water (distilled)
- 8 oz organic juice, apple, grape, etc
- 1 banana

Pinch or more of cayenne pepper (natural healing herb)

1 inch piece of ginger or to taste (natural healing herb)

Seasonal fruit; pear, grapes, peach (preferably organic)

Half a lemon, including peel (good for liver and gallbladder)

1 Tbsp olive, peanut, or coconut oil (good for skin & joints)

Put all ingredients in a blender, liquefy and drink.

Note: Adjust ingredients to suit your taste and the amount you make.

Note: A healthy human body has a ph of between 6.5 to 7.5 ph.

**GRILLED MAHI MAHI WITH CARAMELIZED ONIONS**
Prep time: 20 minutes. Marinating time: 15 minutes
Cooking time: 25 minutes. Serves: 4

- 4 (8 oz) pieces of Mahi Mahi
- 1/4 cup olive oil
- 1/4 cup soy sauce
- 1 orange
- 1 lemon
- 1 lime
- 1 bay leaf

Preheat oven to 400ºF. In a large mixing bowl put the olive oil and soy sauce. Squeeze in the juice of orange, lemon, and lime. Add remaining ingredients and mix well. Add the fish to marinade and marinate 15 minutes before cooking. Remove fish from marinade and place in a baking dish. Bake about 10 minutes. Do NOT overcook. Top with Caramelized Onions and serve with Oven Roasted New Potatoes.

**CARAMELIZED ONIONS**
Prep time: 15 minutes. Cooking time: about 25 minutes. Serves: 4

- 2 Tbsp olive oil
- 2 Tbsp butter
- 2 red onions, peeled & sliced
- 1 Tbsp sugar
- 1/4 cup red wine vinegar

Heat olive oil and butter in a large sauté pan over high heat; when butter begins to foam add the onions and stir once to coat. Stir to combine. Add salt and freshly ground pepper to taste. Serve at room temperature or chilled. Remove onion from marinade and place in a baking dish. Bake about 10 minutes. Do NOT overcook. Top with Caramelized Onions and serve with Oven Roasted New Potatoes.
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