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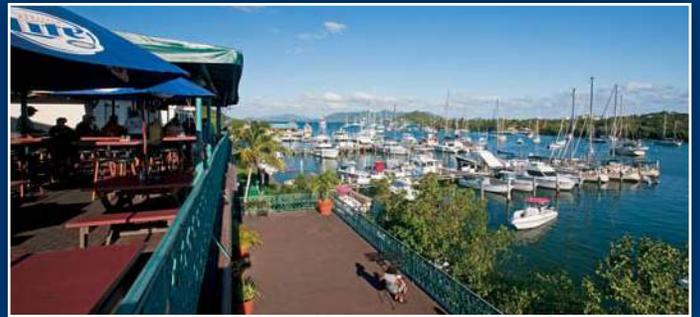
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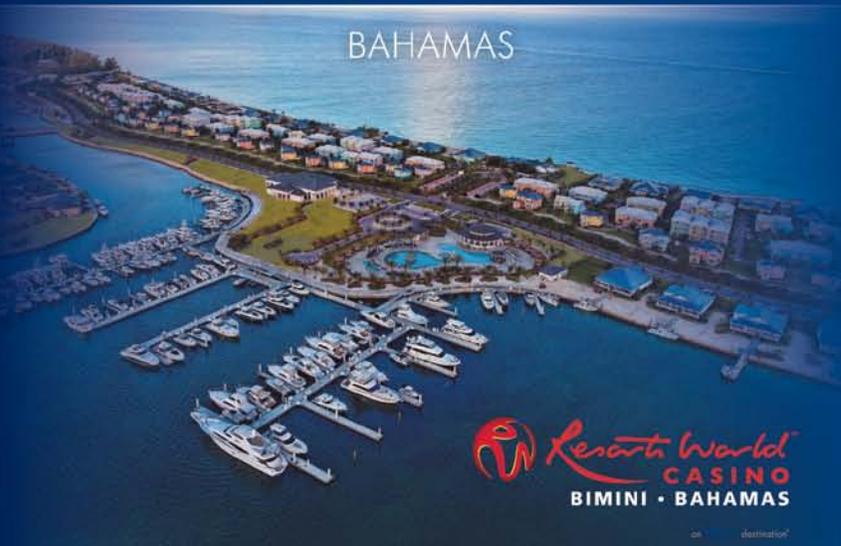
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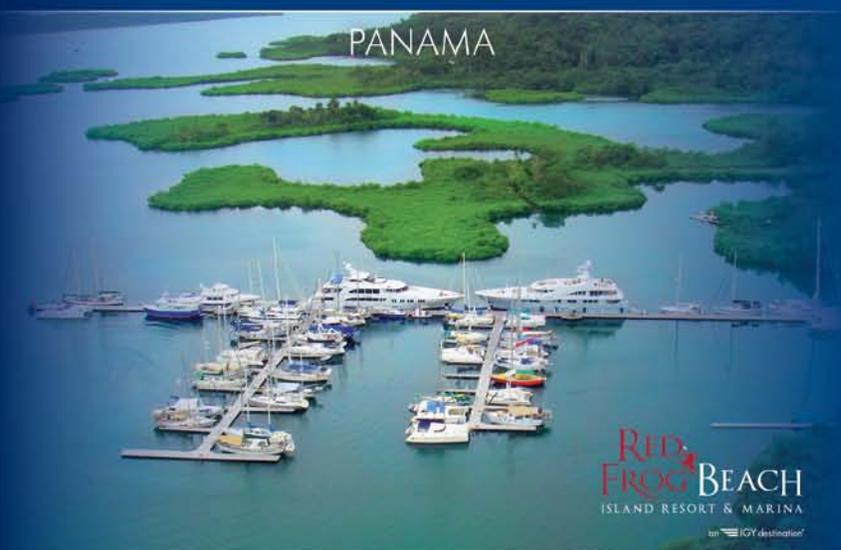
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IT'S ALL NUTS TO ME

Regatta season is underway. It opened in December with the St. Maarten/St. Martin Course de l'Alliance and spread to the other islands in quick succession. The Caribbean is the best racing venue in the world.

Blessed with near constant trade winds and seas warm enough that when water splashes down your back it doesn't make you scream, there is no better place to race. In this edition you will find our January – March Regatta Preview compiled by senior *All At Sea* writer Carol Bareuther, and it makes interesting reading. I can sum-up the preview in one word: Change. Driven by the demands of today's competitors, these changes cover all aspects of regatta organization from all-singing, all-dancing websites to new courses, instant results, and massive use of social media to name but a few. Island governments are also getting in on the act and more are willing to offer financial support. Government funding does, however, have its dangers. Few politicians understand yacht racing or what it takes to organize a huge regatta and instead of being satisfied with how the event promotes their island abroad, some, on handing over the check, are shocked to find they will have little say in how things are run. This can cause problems as funding offered one year can just as easily be refused 12 months later, as some regattas have found to their detriment.

In a land far away, one of the most sophisticated long-distance race-boats ever to sail the seas lies broken on a reef. The yacht, *Team Vestas Wind*, taking part in the Volvo Ocean Race, was put there by human error. Reports say she was sailing at 18 knots when she struck Cargados Carajos Shoals in the Indian Ocean. The shoals are well charted and the yacht's navigator had as many electronic navigation systems to play with as a modern frigate, so what happened? According to reports, the navigator failed to zoom in on his chart plotter and only scant details of the dangerous reef showed up on the screen. Paper charts, anyone?

When first I arrived in the Caribbean, I got into a fight with a coconut. It was on a beach in Dominica and the coconut won. I was born in the north of England where you don't see many palm trees and the only time I saw a coconut was when I tried to win one at the annual fair. And, to my shame, I believed that's what all coconuts looked like: Hairy brown things with eyes on one end.

My beach fight didn't start with the coconut, it started with the tree. I tried to climb it. I'd seen a couple of local lads shim-



my up the tree while watching through binoculars from the cockpit of my boat. It looked really easy. On my first attempt I was six-feet from the ground when my foot skidded and I slid down. My second attempt ended similarly at eight feet, and my third attempt at ten. By now, the tree was so slick with blood, I had to give up. Then my wife found a coconut at the water's edge and brought it to me. I guess I must have upset her somehow. This nut had a shiny brown case and I set about opening it and immediately broke the blade off my favorite bosun's knife. Incensed, I tore at it with my bare hands only to find it had more skins than an onion—fibrous, hairy skins that tore my fingernails and twisted my biceps out of my arms.

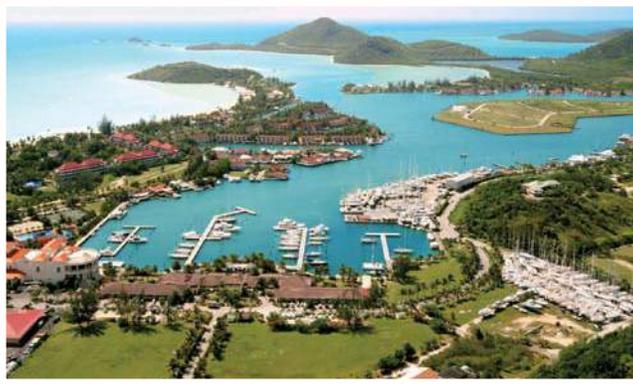
The following day, while limping along the beach like a walking billboard for Dettol and Band-Aids, I came across a pile of coconut husks around a sharpened stick driven into the sand and a young lad stripping nuts at a rate of one every few seconds.

I hobbled to the rum shop before I could cry.

See you on the water!

Gary E. Brown,
Editor





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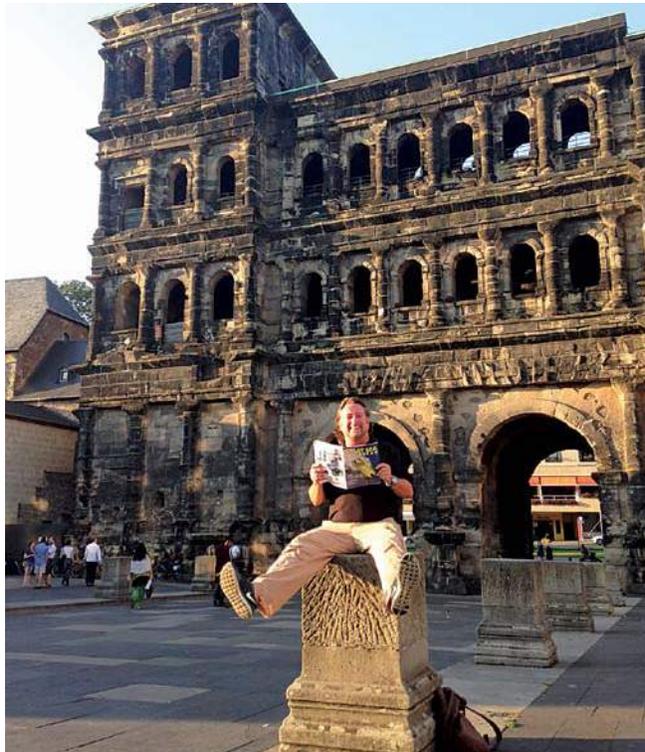
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Congratulations to Harald and thanks for reading *ALL AT SEA!*



THIS IS HARALD TAPP OF OFFSHORE MARINE IN ST. THOMAS. Last summer Harald returned to his hometown of Trier, in Germany, to visit family and friends. The beautiful old city of Trier, which sits on the banks of the Moselle River, was founded by the Romans in 16B.C. and celebrated its 2000th Birthday in 1984. Before leaving for Europe, Harald stowed his favorite magazine, *All At Sea Caribbean*, in his travel bag and sent us this photo of him reading it in front of Porta Nigra a Roman gate leading into the city built 160-180A.D.

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to Boat



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Those Magnificent Men and Their Sailing Machines



Caribbean Sea



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Building a Vision for Grenada's Sailing Youth

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CARIBBEAN NEWS



BUDGET MARINE/GILL TEAM PARTICIPATE IN TRISKELL CUP

GUADELOUPE – For the first time in recent years, sailors from St. Maarten took part in the Triskell Cup. Three St. Martin/St. Maarten Melges 24s were set to compete in the November regatta but disruption caused by Hurricane Gonzalo meant only Budget Marine/Gill made it to the start line.

“We met with some tough competition” said Christopher Marshall, crewman and manager of Budget Marine St. Maarten. “We were up against the Le Fort Clim team who won Les Voiles de Saint Barth earlier this year, and we were also up against Carib Marine who won the Heineken Regatta many years ago when we first started racing.”

Everything came down to the last race on the last day.

“We had a great start and got to the windward mark first, but then two boats called out that we touched the mark. Although we passed very closely, we didn’t think we touched. We were not taking any chances though, so we did the required 360. We lost our prime position and had to settle for second overall. It was very tight racing!”

Full results: www.triskellcup.com

FRANK VIRGINTINO RECEIVES SSCA'S GROWL TIGER CLEAN WAKE AWARD

Frank Virgintino, author and founder of Free Cruising Guides, has been awarded the Growl Tiger Clean Wake Award by the Seven Seas Cruising Association (SSCA).

The Growl Tiger Award is given to a voyaging sailor who exemplifies the SSCA's core principle, namely, to leave a clean wake by respecting people and the environment; showing generosity and offering assistance to others, whether cruisers or the people whose countries cruisers visit; and by involving themselves in activities of significant benefit to mankind and the environment.

The author was recognized for his groundbreaking work in establishing the Windward Passage as a viable entrance into the Caribbean and for dispelling the concerns of cruisers about visiting Haiti, and his humanitarian work there which led to his writing *A Cruising Guide to Haiti*, now in its second edition.

Virgintino fell in love with Ile à Vache, Haiti, more than 20 years ago. In addition to delivering much needed clothing and supplies to Sr. Flora's orphanage over the years, and writing a cruising guide, he conceived Second Life Sails. This initiative receives used sails from cruisers and sail lofts and conveys them to Marina ZarPar, Boca Chica, DR, from whence

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up to 100	\$1.70	\$1.53	\$1.45

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they are carried by boat to coastal Haitian villages where they are distributed by lottery to fishermen who must sail farther and farther to reach productive fishing grounds.

SSCA president Scott Berg said that Virgintino's work has done much to dispel tourists', especially cruisers', reluctance to visit Haiti.

To download free cruising guides, visit: www.FreeCruisingGuides.com. To learn more about *Second Life Sails*, contact: Catherine@FreeCruisingGuides.com

SUCCESSFUL CSA ANNUAL CONFERENCE

The Caribbean Sailing Association (CSA) Annual Conference took place at the Antigua Yacht Club in October. Following a new format, the Conference was attended by fifty delegates from around the Caribbean that included CSA officers, CSA

measurers, regatta organizers, and experts in developing sailing programs.

Tim Cross from the International Sailing Federation (ISAF) and Elizabeth Jordan of Antigua's National Sailing Academy hosted workshops on the development of the sport from grass roots through to advanced training. Starting with a 'needs assessment' of each island, Tim Cross will be mentoring the Caribbean region alongside the CSA to bring a coordinated approach to sailing development to achieve the goal of getting more people sailing throughout the Caribbean, from beginner to advanced level.

The regatta organizers segment included sessions on race management, marketing, sponsorship and how to continue working together to help make the Caribbean region more attractive to local and international sailors.

The AGM segment of the conference included important dis-

SIR RICHARD BRANSON'S NECKER BELLE DELIVERS SUPPLIES TO ST. MAARTEN

The philanthropic business magnate Richard Branson, in partnership with Yachting's humanitarian charity Yachtaid Global, assisted in delivering supplies to kids and families in St. Maarten for post Hurricane Gonzalo relief in November.

While seeking out boats heading south after the Ft. Lauderdale International Boat Show, YachtAid Global Volunteer Event Advisor Dhardra Blake approached Captain Beez Evans, of the *Necker Belle*, and asked if he could assist in delivering much needed supplies to either St. Maarten or Antigua. When Evens readily agreed, supplies, donated by local yachting industry firms including Yacht Changers, Medical Offshore Support Limited, MedAire and The Ditch Kit, were loaded aboard the luxury catamaran at Rybovich Superyacht Marina in West Palm Beach.

In a press release, Ms Blake said YAG's mission is to seek out and find like-minded captains and owners to participate in our humanitarian efforts. "There are so many yachts which travel close to areas in need—whatever the cause. It's our suggestion to deploy private yachts as a transport vehicle for donated aid and relief



Sir Richard Branson's *Necker Belle* takes on supplies bound for St. Maarten

supplies. With YAG assisting in disaster relief, literally any region is accessible," Blake said.

Not everyone was happy with 'aid' being sent to St. Maarten. Noting how quickly the island was up and running after the passing of hurricane Gonzalo, one prominent businessman said: "This makes it sound that Sint Maarten is in bad trouble. Not good."

On *Necker Belle's* arrival in St. Maarten, IGY Marinas donated a slip for the offloading of aid/supplies as well as an overnight stay for the crew.

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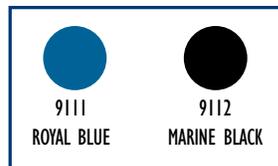
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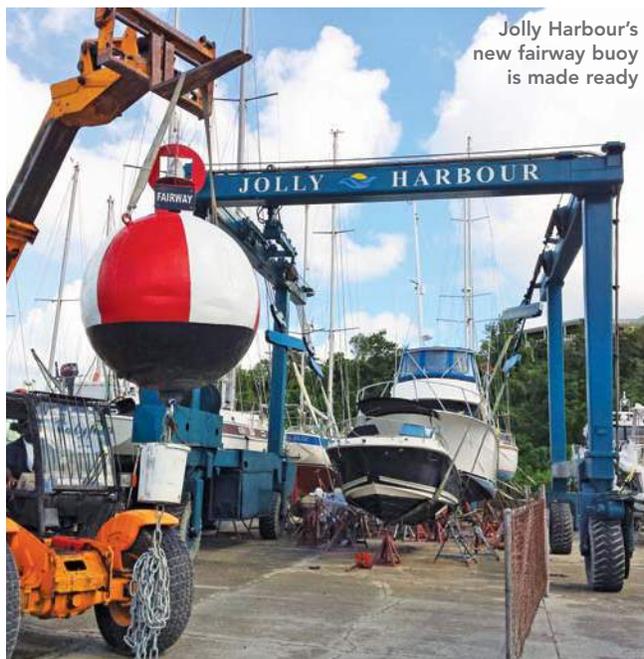
cussions on all aspects of the CSA, particularly in continuing to define its role as the one body that can help coordinate all aspects of sailing in the region.

Re-elected President Peter Holmberg commented: "It was very gratifying to receive such positive feedback from all the participants on this new format of our conference. Our goal was to get all the key players and stakeholders together under one roof for a weekend of meetings, strategy sessions, and general networking. We are most proud of this initiative of the CSA to achieve cooperation among all the islands and events to help grow our sport and our island economies. If we can serve as the body to help connect our grass roots sailing through to our international regattas, we will be contributing greatly to our sport, and our region."

Re-elected to the Board were Alison Sly-Adams, Jaime Torres and Kathy Lammers. Joining them are new officers Ellen Birrell, Chris Haycraft, Pam Fuller and Chief Measurer Jeffrey Chen.

BIG AND EXCITING IMPROVEMENTS AT JOLLY HARBOUR MARINA

ANTIGUA – Jolly Harbour Marina have upgraded their facilities, replacing the old wooden 'A' dock with a concrete structure. The new dock completes the transformation of the four matching docks and increases capacity to 145 slips with a further nine Super-yacht slips at the dedicated facility. The marina has also completely refurbished their shower facilities.



Jolly Harbour's new fairway buoy is made ready

"We have been waiting for the right moment to build the final dock and after the really busy season last year we decided the time was right," said marina manager Festus Isaac.

Each slip has water, power, Wi-Fi and security and is just a few steps from a great selection of bars and restaurants. An extremely well-stocked supermarket is nearby.

As part of the upgrade, the channel has been dredged to a depth of 15ft allowing deeper draft vessels an easy passage into the marina. A new set of channel markers guide the way in.

"It is such an exciting time for us with all the new improvements. We are looking forward to welcoming familiar and new faces and showing them around the improved facilities," Issac said.

Located on the sheltered western side of Antigua, Jolly Harbour Marina boasts a full service boatyard, a certified 70 ton travel lift, fuel dock, a waste oil disposal facility, and propane refills. The whole marina has 24 hour security to complement the CCTV coverage.

For more information, visit: www.jhmarina.com

BLUE HAVEN MARINA TURKS & CAICOS AWARDED COVETED 5 GOLD ANCHORS

Blue Haven Marina in Turks & Caicos, part of the Blue Haven Resort, has been awarded 5 Gold Anchors, a prestigious and highly acclaimed accolade, by The Yacht Harbour Association (TYHA).

The Gold Anchor Award Scheme is a voluntary assessment program, which is focused on customer service and providing quality moorings for the boat owner. The ratings range from 1 to 5 Gold Anchors and provide assurance of the credibility and quality of the marina when assessed against the technical criteria based on TYHA's Code of Practice for the design, construction and operation of marinas. Marinas are assessed by fully qualified marina assessors, berth holders' feedback and independent mystery shoppers. The program operates in 23 countries and has been in existence for 24 years.

"We are extremely proud to announce that once again, an IGY destination has been recognized for its standards, quality of service and professional management." said Kenny Jones, MBE the Executive Vice President for IGY's Operations. "Blue Haven Marina, Turks and Caicos is the 4th marina within our IGY Network to have achieved 5 Gold

EVENT CALENDAR

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

BOAT SHOW:

 **MIAMI, FL**
FEBRUARY 12 – 16
 Miami International Boat Show | **Boat Show**
www.MiamiBoatShow.com
lberryman@nmma.org
 954-441-3227

SAILING:

 **ANTIGUA**
JANUARY 17
 AYC Round the Island Race | **Sailing Regatta**
www.antiguayachtclub.com

FEBRUARY 14 – 15
 Jolly Harbour Valentine's Regatta | **Sailing Regatta**
www.jhycantigua.com
nickwhite55@hotmail.com

 **GRENADA**
JAN 29 – FEB 3
 Grenada Sailing Week
Sailing Regatta
www.grenadasailingweek.com
info@grenadasailingweek.com

FISHING:
 **GRENADA**
JANUARY 20 – 24
 46th Budget Marine Spice Island Billfish Tournament
Fishing Tournament
www.sibtgrenada.com
franciskira@gmail.com
 473-440-3753

 **BONAIRE**
JANUARY 22 – 24
 27th Bonaire International & Local Fishing Tournament
Fishing Tournament
www.bonairefishingtournaments.com
Bonaire@budgetmarine.com

REGATTA:
 **KEY WEST, FL**
JANUARY 18 – 23
 Quantum Key West 2015 Sailing Regatta
www.premiere-racing.com
Peter@premiere-racing.com
 781-639-9545

 **ANTIGUA**
JAN 29 – FEB 1
 The Superyacht Challenge
Superyacht Regatta
www.thesuperyachtchallenge.com
ptdeeth@aol.com
 268-464-7081

 **PUERTO RICO**
JAN 30 – FEB 1
 Club Nautico de San Juan International Regatta
Sailing Regatta
www.nauticodesanjuan.com
vela@nauticodesanjuan.com
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Anchors. The 5 Gold Anchor Award has now not only been awarded to four marinas in our network, but four of our locations in four different countries. I am very proud of each of these marinas and to see them gain this recognition is fantastic. IGY and its destinations will always make every effort to provide an amazing experience to all our guests, in all of our beautiful destinations."

Located in Providenciales in the Turks & Caicos Islands, Blue Haven Marina is open to yachts up to 220 feet and a max draft of 8.5 feet at mean low water. The facility is positioned within the Blue Haven Resort, surrounded by nearly 20 acres of waterfront land on the exquisite northeast coast of the island.



RACING TO IDIOCY IN SOUTHEAST ASIA

SAILING HUMOR BY CAP'N FATTY GOODLANDER

We are currently cruising in Southeast Asia—where there's no wind. Example: We use a candle for a compass light—try that in the Lesser Antilles! This 'zero wind' business takes some getting used to, especially for a former breeze-blessed Caribbean sailor such as me. I get high from high winds—which makes me sober as a judge here. It's bad, it really is. A couple of days ago my wife 'cut the cheese' and I had to crank up or die. Horrible, eh?

The only thing that dissipates here is my morals.

My anemometer cups haven't spun in months. I'm beginning to wonder if they've been epoxied into place. At first, my wind speed meter said 00, but now, alas, it reads LESS!

Evidently, after a year or so, it reads LOTS LESS!

There's such little air around Singapore that we have to lug oxygen bottles with us as we move around the boat. We've been married 45 years now, and currently don't argue because we can't afford the air—how sick is that?

Many of the local boaters are in total denial. I mean, they read *Cruising World* magazine and see photos of other yachties sailing around with their sails full and bulging—and, naturally, they want to do the same. And so, they do the best they can. And the Chinese are clever. We know that. Thus, they started out with a small 12-volt computer 'muffin fan' pointed at their ensign—which made it flutter prettily.



Fatty and his brother Morgan trying to fill the droopy spinnaker with hot air on Ganesh

This made them feel like ... well, like Bernard Moitessier off Cape Horn.

Soon the local boats were sporting 220-volt fans aimed at their mainsails and jibs—even flying spinnakers via giant fore-hatch blowers!

Dyson Fans are big racing sponsors here.

Alas, the fleet noise from their small cockpit Honda generators in mid-regatta is horrible.

Even worse is the physics of it all. That ole 'for every action, there's an opposite and equal reaction' means that the boats standstill, with the fans pushing them one way and the sails, the other.

Oh, dear!

Yes, rating the local boats under the PHRF rule is a trauma!

The water temp doesn't help. It's in the mid-80s. Swimming barely cools you off—it's like diving into a urinal. Barnacles grow fast. Ditto, strands of seaweed. Recently, I told someone at the yacht club I was going to chop the seaweed strands and go sailing. But he said, "There's no need. The seaweed will grow faster than you sail, and offers a convenient way to pull yourself back to the mooring."

This is yachting, Singapore-style.

...see how important 'local knowledge' is?

Yes, if you observe a few hundred sailboats dead in the water off Johor Bahru, it is difficult to tell if it is a major international regatta or they're drying their sails.

Most Asians smoke—all Asian sailors do: how else would they be able to tell wind direction?

Rich yacht racers in Singapore often are accompanied by their hot air balloons during competitions. This gives them, according to poorer racers from, say, Malaysia or Indonesia, an unfair advantage. "I told one wealthy racer there wasn't any wind," complained his poorer compatriot, and he corrected me with, '... below six thousand feet.'"

Asians also love to gamble—on and during sports. "But it is truly sad when, during a yacht race, you can play 52 pick up on the foredeck and not lose any cards," said one Olympic hopeful in the 888 class of 'Hello Kitty' dinghies.

Sail trim becomes problematic in truly light air. Forget about 'making the battens pop' while coming about—hell, the Dacron fabric won't even change sides! Some winning racing yachts just carry two frozen mainsails, one to use on starboard tack and the other for port. (Without wind, switching them isn't a big deal.)



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Most of the 'executive team' cheating has been stopped. For example: Team helicopters aren't allowed anywhere near the racecourse now, and are especially prohibited from 'blowing back' the completion.

There are advantages, of course. There's no reason to take down your sails between races or weekends—which speeds up getting underway.

Not all the trends are benign. Painting your deck flat black and then drifting down the course under spinnaker to victory on the self-generated thermal requires asbestos sailing togs—not something most temperate zone sailors have.

The races tend to be short, as do the courses. During the highly competitive Raffles Regatta, the first vessel able to sail up to its mooring ball ... wins!

Many of the less serious racing craft in Southeast Asia have barbeque grills on the aft rails, and thus the Asian nautical sayings of, "Smell the meat, trim Spin Sheet" and "no Smell grill, going Windward Still!"

Barnacles are, as mentioned, quick to grow. And if you carefully observe a barnacle in the wild—you'll note it filters water constantly. Thus, a number of boats secretly 'encouraged' barnacles pointing aft, and scraped 'em away if they pointed forward. The result was dramatic—with the 'barnacle enhanced' craft achieving almost 'turbo' like speeds.

Such *slight input* makes the local racing tacticians ultra sensitive. One bragged to me that he could tell the difference between sailing and being aground 'with my eyes closed!'

Maybe, maybe not.

Many of the less serious racing craft in Southeast Asia have barbeque grills on the aft rails, and thus the Asian nautical sayings of, "Smell the meat, Trim Spin Sheet" and "No Smell Grill, going Windward Still!"

Yes, cruising Asia is different. You don't follow your cookie crumbs home—rather your grains of rice. Female yacht racers in Asia tend to wear inflatable PFDs under their blouses—and the bigger, the better. Part of the reason male Asians struggle with being competitive is because they're curse-challenged. I

mean, Christians can evoke JC and/or his Dad—while screaming "Buddha!" or "Confucius!" hardly carries the same weight.

Yeah, there's a lot about cruising Southeast Asia that I never anticipated. For instance, all the 'ships' bells' aboard racing yachts from Vietnam are made from U.S. artillery shells. "Ah so," they say with a confident, brazen wink to us American sailors, "we win twice!"

The Khmer Rouge aren't much of a threat on the race course—having killed everyone who spoke French, could add numbers, or read words. Yes, "Cambo is slo-slow," is the accepted wisdom from Tokyo to Sri Lanka.

Ditto, the wealthy Filipino sailors—perhaps all those pairs of shoes are slowing them down?

Thai sailors haven't done well since their king Bhumibol Adulyadej became ill—having red and yellow shirted Buddhists rioting on the foredeck is always bad for boat speed. (The King took Gold in 1967 in the Southeast Asian Peninsular (SEAP) games, and holds a speed record in *Vega 1*, an OK class dinghy he built—which is amazing, considering all the gold he normally wears. (Alas, even with his \$35 billion in assets, he's still just as becalmed as the rest of us.)

Burma is pretty much out of it, as the junta regularly shoots crewmembers for a bad spinnaker set, sloppy roll tack, or barber-pole jib furl.

Indonesian crews tend to desert and become busboys—wherever/whenever they race abroad.

Recently I was invited to race at the Changi Sailing Club in Singapore during the 15th annual Ambassador's Cup. I thought, you know, that the Ambassador's were us—you know, that we the crew were ambassadors of sailing. Not so. The ambassadors were actually real *diplomatic* ambassadors, and you had to cross the finish line with one—alive!—in order to win. My favorite 'diplo' was from Peru. No, he didn't know how to sail—but that dude could sure party!

Yes, it's strange racing, cruising, and sailing in airless Southeast Asia—where a yacht racer's only chance of surfing off on a spinnaker run is to hop atop a tsunami. ☺

EDITOR'S NOTE: Carolyn and Fatty are currently enjoying their Southeast Asia sojourn, and will soon be sailing out to the Thai sticks... or rural countryside of the Land of Smiles.

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SAILING WITH CHARLIE: PARTIES 101

SAILING HUMOR BY JULIAN PUTLEY
GRAPHICS BY HANNAH WELCH



Happy New Year, everyone! Phew, that was quite a party, wasn't it? The hangover hasn't really gone away entirely and it's January 2nd.

Actually I'm just surmising ... I'm writing this in November and telepathically moving forward to January, which is, after all, just around the corner. Having a blow out party and not suffering the consequences is an age old conundrum. Can you have your cake and eat it too? Wait a minute – what's the point of having cake if you can't eat it? Whoops, perhaps that's the wrong metaphor.

Charlie knows from years of liver bashing that he can hap-

pily have a cocktail and half a bottle of wine and feel fine in the a.m. But if he's partying from about 9pm until 2am what's he to do. Yeah, yeah, have a glass of Perrier, you say. And when old ship mate, 300lb Butch comes staggering by and says, 'What'll you have, Charlie?' And Charlie says, rather daintily, 'a glass of Perrier please, Butch', you'll be laughed out of the bar.

Then there's always some ol' buddy who'll come by, 'Hey, Charlie, come on over, we're doin' shots'. Midnight rolls around and the champagne begins to flow. Then there's that hot babe who always seems to be coming on to you ... and although you've sworn to never get involved with that

mantrap you are now inebriated enough to amble over and chat about some recent imagined macho happening designed to impress – and then of course you have to order a round while whispering unintentional suggestive comments into her ear. Parties: they're *designed* to get you in trouble, make you over imbibe and suffer crippling hangovers. But any *real man* should be able to handle a little hangover – right?

The fact is that cause and effect are woven into the very tapestry of life – if you absorb too much poison you're going to get sick. So what's the answer? Charlie explains it this way: Always show up late to parties. At New Year's Eve arrive at 11.30. You'll be regaled by all and sundry who by this time are pretty sloshed. You won't have to think of intelligent conversation because everybody'll be trying to bend your ear. Pretty girls will have lost all shy-

Parties: they're designed to get you in trouble, make you over imbibe and suffer crippling hangovers. But any real man should be able to handle a little hangover – right?

ness and glassy-eyed male suitors will be getting a bit sloppy. You, on the other hand, are a man who can really hold his liquor. You can even join the boys for a shot or two since, so far, you've only had a beer. When the midnight champagne comes around – no problem – have two glasses. Then you can invite that hot babe to go sailing with you tomorrow, and since now you are still a sensible, controlled and stalwart guy you may well be asked to give her a ride home, which could well lead to the first romantic encounter of the New Year.

In the morning, sober as a judge and feeling fine, you go sailing. No embarrassing barfing over the side and you can be extra attentive to that hot babe who may be feeling a bit queasy.

Happy 2015 ... and party hardy!



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

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BAD DOG WINS CAPT. LOWELL WHEATLEY MEMORIAL GAMEFISH TOURNAMENT

FISHING BY CAROL M. BAREUTHER



Best Boat – Captain Jerome 'Jerry' Emanuel (kneeling, front) surrounded by Team Bad Dog on the dock in front of the Anegada Reef Hotel

It was certainly fitting that a family group of experienced anglers won the family-friendly Capt. Lowell Wheatley Memorial Gamefish Tournament, held out of the Anegada Reef Hotel, on Anegada, BVI, November 8th-9th. Out of 10 vessels hailing from Virgin Gorda, Tortola and Jost Van Dyke, the USVs of St. Thomas and St. Croix, and St. Maarten, carrying some 50 anglers ranging in age from seven to teens and adults, it was Capt. Jerome 'Jerry' Emanuel's *Bad Dog* that reeled in the Best Boat prize. What's more, it was Emanuel's brother Chad that

landed Best Male Angler and daughter Janesha who earned two prizes for Heaviest Mahi-Mahi and Best Junior Angler.

"I've fished all my life and this has taught me how to know where to go depending on the moon in order to make sure we have a good day of fishing," says Capt. Emanuel. "I've been taking all my kids fishing with me from the time they were small. They are turning out to be good at fishing and, along with my brother, that's what made our team great."

In other awards, St. Thomas' Capt. Adam Turbe on *Ocean Jem* won Second Best Boat overall, as well as having Joann Frett named Best Female angler for her catch. Saint Croix's *Living the Dream*, with Capt. Austin Schneider at the helm, rounded out the Third Best Boat while angler Beth Basinski caught the Heaviest Kingfish. Roger Sinclair, aboard *Rodfather*, reeled in both the Heaviest Wahoo and Heaviest Tuna prizes. The Youngest Angler award went to Jaidon Dabreo on *Princess 1*.

A total of 77 of the four qualifying species of fish were caught: 42 wahoo, one tuna, one kingfish and 26 mahi-mahi.

Over \$9000 in cash prizes, plus a number of luxury gifts, were awarded to the winners, thanks to the generosity of over 40 sponsors. In addition, the donation of fish from each boat made for a wonderful beachside barbeque before the awards ceremony.

"This tournament tends to captivate participants because of the atmosphere," says organizer Harella Georges. "We provide a nice relaxed mood where everyone feels welcomed and accepted. Plus, we have a DJ every day for the weigh-in, at dinner and for the after party for those who want to go all night and still get up early to go fishing all day."

The tournament is named in honor of Capt. Lowell Wheatley, a great fisherman and founder of the Anegada Reef Hotel, who passed away in 2002. Today, the hotel is run by Lowell's son and daughter, Lawrence and Lorraine.

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



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BEST IN THE WEST FISHING TOURNAMENT

FISHING BY CAROL M. BAREUTHER



PHOTOS: KIMBERLEY HALL

Champion Male Angler Glen Irish (left) receives his winnings from Dr. Kelvin Charles



Champion Youth Angler - Justin Marciano

The weather didn't cooperate but the fish sure did at the 11th Best in the West Fishing Tournament, held out of Jolly Harbor Marina, November 8th. The thirteen boats and 50 anglers that braved the rains and dense floating stands of seaweed in the aftermath of tropical storm Gonzalo some 26 days before were rewarded by collectively catching a total of 418lb of fish. The big winner, however, was Dr. Jason Belizaire whose team aboard his 25ft Boston Whaler Outrage, *Pazit 2*, picked up the most prizes: Champion Boat Overall with 164.56lb of fish and Champion Boat Under 25ft, and 12-year-old angler Justin Marcano earned Youth Champion.

"It was a miserable day. The weather was horrible and the seaweed was horrible. Yet the worse the weather became the more fish we caught," explains Belizaire.

The *Pazit 2* team headed to the northwest of Antigua—known for its wahoo bite this time of year—and opted for high-speed trolling in an effort to prevent excessive weed fouling their lines. The technique worked. They caught five wahoo throughout the day, each weighing in at between 25 and 39lb, which was enough to earn the team its awards.

"I owe our win to good crew work," says Belizaire. "It's a fun tournament, but it's still serious."

In other awards, Glen and Jane Irish on *Vitamin B* won the Men's and Lady's Champion prizes, respectively; the *Nicole A* earned Champion Boat over 25ft; and nine-year-old Cameron D'Ornellas on *KSea* was the youngest participant to catch a fish.

"What makes this tournament special is that it's a low-key, family-orientated, single-day event where the focus is on encouraging youngsters, both boys and girls, to learn the various techniques of fishing rather than concentrating on landing the largest fish of the day," explains organizer Dr. Kelvin Charles. "In this way, they will hopefully become 'hooked' and be members of the fishing fraternity for years to come."

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



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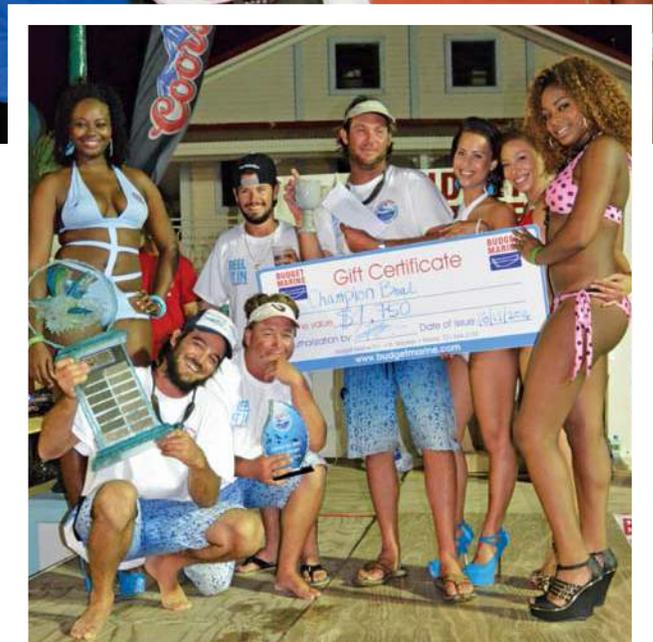
PHOTO: ALDA ANDUZE

Saint Croix Wahoo Tournament Top Boat, *Turtle Daze* (from left): Chuck Porter, T.J. Lindsey, Joe Blank, Joel Uretta, Festus Pemberton

Super speeds, the strength of its run after taking the bait, and an aggressive fight on light to medium tackle are reasons why the wahoo is sought after by sports fishermen. It's no wonder then that three tournaments on three different islands celebrated the fact that November is the peak of wahoo season in the northern Caribbean.

On November 2nd, it was being in the right place at the right time that led Beth Basinski to win the Top Angler prize in the Virgin Islands Game Fishing Club (VIGFC) Wahoo Windup. Basinski, fishing aboard the 65ft *Hatteras, Living the Dream*, reeled in the largest wahoo, a whopping 42.35-pounder. Her fish was about 32lb short of winning the tournament's grand prize of \$3,000 for any angler boating a wahoo weighing over 75lb.

"My fellow anglers Jason (Senff) and Ryan (Senff) had each



Meanwhile, at the St. Maarten Budget Marine Wahoo Tournament, the team aboard the *Tahla'o* caught an impressive 25 wahoo to earn the Champion title



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caught a wahoo," Basinski explains. "Then, I hooked a wahoo and lost it. After that, I hooked up another wahoo. It took off with good speed just peeling off line. I figured it was either big or feisty. It turned out to be both!"

The Best Boat award went to *Double Header*, which not only caught the most wahoo with five, but also bagged the most wahoo by weight at 136.95lb.

Two weekends later, wahoo tournaments occurring simultaneously on St. Croix and St. Maarten had vastly different results.

Anglers aboard six boats collectively caught only three wahoo in the Golden Hook Fishing Club's November 15th Wahoo Tournament in St. Croix. Even so, just 2.5lb separated the winning boat from the runner up based on total pounds caught.

"We first fished a private FAD (fish aggregating device) out on Lange Bank, but after circling it for a few hours nothing was biting," explains Chuck Porter, owner of the winning boat, *Turtle Daze*. "Then, we went up off Judith's Fancy, which is usually a good fishing hole for wahoo, but the weed was so bad we had to clear our lines every two minutes. Then, we headed west and trolled off Sandy Point. It was here in about 7000 feet of water that Festus Pemberton caught the 30.5lb wahoo on a ballyhoo rig."



Whahoo Windup Top Boat, Double Header. (from left): Tyler Maltby, Carter Maltby, Jane Townsend, Kelvin Bailey, Jr., Jonathan Gatcliffe, Chris Berry, Sommer Berry, Angela Berry, Todd Wilson, Audrey Wilson, Mary Wilson. (Front row, three girls): Fairley Maltby, Abby Wilson and Addalynn Wilson

The team aboard the *Fraidy Cat* brought two wahoo to the scales, but the combined weight of 28lb was less than Pemberton's whopper wahoo.

The winner's story was completely different at the 7th Annual St. Maarten Budget Marine Wahoo Tournament; held November 15th -16th, out of Philipsburg. The team aboard the *Tahla'o* from St. Barths caught an impressive 25 wahoo weighing in at 854lb to earn the champion title. What's more, team *Tahla'o* also brought the second largest wahoo of the event to the scales, a 58.7-pounder. *Shug-gie Two* from Saba finished second in boat awards with a proud catch of eight wahoo totaling 260lb. *Yellow Whip* from St. Martin landed the largest wahoo of the weekend, a 68.2-pounder. Boats traveled from as far away as St. Croix to the northwest and Nevis to the southeast to fish this popular and well attended tournament.

The best part about wahoo fishing is the eating that comes afterwards, something all of the fishermen enjoyed at each tournament's awards dinner. 

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



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BITTER END YACHT CLUB PRO AM REGATTA

RACING CIRCUIT BY TODD VANSICKLE

PHOTO: TODD VANSICKLE



Anthony Kotoun sails to victory during the Bitter End Yacht Club Pro Am Regatta

On the final day of the Bitter End Yacht Club Pro Am Regatta, sailors and spectators were called off the course when bolts of lightning were spotted in Virgin Gorda's North Sound.

"It is the first time we have had to pull the sailors off the water due to lightning," said BEYC marketing manager and race official John Glynn

After a short break, the stormy weather cleared and sailors were back on the water to determine who would take the top spots.

The regatta is in its 28th year and features professional sailors and amateurs competing together in a weeklong event.

This year's professional sailors included Anthony Kotoun, Stephanie Roble, Zach Railey, Dave Perry, Dave Ullman, Taylor Canfield and Alec Anderson, of Tortola, who was the defending champion.



Anthony Kotoun gives a demonstration of his moth in North Sound

PHOTO: ISHOOTBY

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Taylor Canfield prepares to start the semi-finals of the Bitter End Pro Am Regatta

PHOTO: TODD VANSICKLE



“We don’t come with our teams. I sail with the guests and you never know who you are going to get — there are people from all around the world. We are intense, but we can’t be too intense.”

At the start of the regatta, sailors raced to The Baths from Bitter End.

“This gives everyone time to socialize and have fun,” Glynn said.

For the rest of the week, the sailors competed in fleet racing, while the finals comprised match racing.

Anthony Kotoun, the 2014 US Moth Champion, was the regatta’s overall winner. When he was not competing in the Pro Am Regatta he gave demonstrations and rides on his moth in North Sound.

“A handful of guests got the ride of their lives,” Glynn said. “And one was allowed to skipper himself.”

The regatta attracted about 100 people, the numbers dictated by the amount of boats and hotel rooms that are available. “The turnout is pretty good. It is nice to see the resort full this early in the season,” Glynn said. He added “the regatta jumpstarts the season for the resort.”

Prior to the skippers meeting on the final day Dave Perry, a Sailing World Hall of Famer, was having breakfast only steps away from the beach with his friends and family. He enjoys the BEYC regatta because he is able to bring his wife along to the event.

“This is nothing like the regattas that we compete at,” Perry said. “We don’t come with our teams. I sail with the guests and you never know who you are going to get — there are people from all around the world. We are intense, but we can’t be too intense.”

Gary and Emily Lemel, of North Carolina, didn’t have the opportunity to sail with Perry, but did race with Messrs. Railey, Anderson and Ms. Roble.

“They are not only good sailors, but super nice people,” Ms. Lemel said. “They have not only been very patient, but very willing to make sure the guests have fun, while still being competitive.”

For Mr. Lemel, it has helped raise his level of confidence when he is on the water sailing.

“When you have the quality of sailor that they have here tell you that you are doing something right or gives you a little tweak to do something better, you come away and think, I can do that back home. It is a confidence builder,” he said.

The Lemels started sailing ten years ago, when Ms. Lemel’s father introduced them to the sport. They said the BEYC Pro Am regatta has been a great learning experience.

The couple first discovered the BEYC Pro Am regatta by accident while chartering a boat in the BVI. This was their third regatta.

“We love the BVI,” Ms. Lemel said.



Todd VanSickle is a journalist living and working in the Virgin Islands.

RESULTS

- | | |
|-------------------|-------------------|
| 1 Anthony Kotoun | 5 Alec Anderson |
| 2 Taylor Canfield | 6 Dave Ullman |
| 3 Dave Perry | 7 Stephanie Roble |
| 4 Zach Railey | |



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SAINT CROIX INTERNATIONAL REGATTA

RACING CIRCUIT BY CAROL M. BAREUTHER



PHOTO: TRISH RHODES

Stan Joines, winner of Non-Spinnaker and his weight in rum, had an all youth crew

The chance to win rum, and lots of it, drew 25 boats from the U.S. Virgin Islands, British Virgin Islands and Puerto Rico to race in the St. Croix Yacht Club's International Regatta, hosted out of Teague Bay, November 14th –16th. The unique format of this event allowed sailors to compete in the one-day Commodore's Cup, or two-day International Regatta or both events. But it was the chance to win the skipper's weight in rum for any and all classes in the International Regatta with seven or more entries that really whetted sailors' appetites for keen competition.

"The Awards Ceremony was packed with sailors waiting to see who won their weight in rum," says organizer Karen Stanton. "Governor de Jongh was there to give a short speech

and he loved the rum weigh-in. I told him we have done this since the beginning of the regatta 22 years ago, when Mumm's Champagne was our main sponsor. Of course the crowd was egging him on to get on the scales, but instead it was our two winners – Stan Joines in the CSA Non-Spinnaker and Peter Stanton in the One-Design Rhodes 19."

Joines, an avid sailor and long-time music teacher, raced with his son and a crew of students, aged 10 to 18 years, from Central High School and Good Hope Country Day School, aboard his J/36 *Paladin* in both the Commodore's Cup and International Regatta.

"Light winds of eight to ten knots for the Commodore's Cup meant we had to loosen up the sails and play the wind oscil-

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Melges 32s jockeying for position at the line

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lations carefully, while watching the current carefully as well," says Joines. "In the end we won all three of our races."

The *Paladin* Team repeated its all-bullet performance in the International Regatta even though the wind continued to build to 18 to 20 knots. This was in spite of having the boats steering break at the first windward mark on the second day. *Paladin* was temporarily out of control, yet Joines training of his young crew paid off. Some of the students quickly set up the emergency tiller, while the rest played sail trim to steer the boat as best possible.

"We have been practicing three hours a day every Saturday since mid-September. Winning is a great motivation for the kids to keep wanting to practice, because it shows them that we are on the right track. It is a joy to sail with them, to watch their wonder, their excitement, their teamwork, their will to win. Also, the boat is competitive, or their efforts would count for naught. They are eagerly looking forward to the spring regattas!"

Only one point separated Peter Stanton aboard *19ini* from missing out on a shot at the rum in the highly competitive one-design Rhodes 19 class.

"We had acquired new sails and it was our first time using them, but there was a malfunction with the jib and we had to deal with that issue every race," says Stanton. "We figured if our boat speed and pointing wasn't to par, we better make sure everything else was perfect. In the end, our success is all about preparation and never giving up. Granted the new sails was not great preparation, but I learned my lesson. Knowing that the boat was in great condition, rigged and tuned for the conditions, and having all the gear we needed for the second day really allowed for us to concentrate on sailing and our maneuvers."

Puerto Rico's Jaime Torres won the Melges 32 class aboard his *Smile and Wave*. Although this three-boat class wasn't eligible for a weighty rum prize, Torres was definitely into the racing for the fun.

"I think it's a brilliant idea to host an event where sailors can enjoy a competitive one, two or three-day regatta," Torres says. "Organizers of other small club events may do much better if they adopted this same type of format."

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

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INFLATABLES - THE BOATER'S SUP

WATERSPORTS STORY AND PHOTOS BY GLENN HAYES



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You see them everywhere, on the beach enjoying the waves, on the bays and backwaters and even on the rivers flowing into the ocean—it seems just about anywhere there is water there are Stand Up Paddle Boards.

Once you get on one of these boards and try it for yourself it's easy to understand why it has become the fastest grow-

ing watersport in the world. However, for cruisers, boaters, live-aboards or charter operations stand-up paddle boarding (SUPing) can seem impractical because of the bulk and size of these giant surfboard-looking contraptions. But there is an answer, and it comes in the form of the inflatable SUP.

A recent visit to Surf Expo, the leading SUP industry show held in Orlando, Florida, revealed that one of the fastest growing seg-

ments within the exploding SUP industry is boards of the inflatable variety. Almost every SUP manufacturer at the show had at least one inflatable board available and many had whole lines of boards ranging from small surf SUPs all the way up to speedy race boards that prove themselves as winners at races worldwide.

Speaking with exhibitors it was evident that SUPing has been gaining in popularity and has proven to be a great way for people to get on the water and enjoy all it has to offer. The downside for many, though, is the sheer bulk and size of these boards. Granted they are lighter and easier to handle than most other kinds of craft such as kayaks but they are long, bulky and many are made of composite materials that can damage easily and must be stored and cared for properly. This becomes a problem for boat owners who would like to carry a board on their vessel. While there are high quality racks available for traditional boards and even purpose built vessels designed to transport multiple boards, storage can be a problem. Even for those living in apartments or houses, storing a traditional board can be difficult.

All these issues are eliminated with the use of an inflatable board. When not in use these boards can be deflated, rolled up and stored in a compartment, closet or locker. Almost all inflatables offered today come complete with a storage bag of some sort. Some are simple mesh storage bags while others are backpack-style duffel bags. Red Paddle Co's top luggage grade bags are designed and built for world travel and can be checked as regular luggage, all while taking a beating from baggage handlers. Along with the bag most inflatables will come with a hand pump and inflating and deflating these boards takes only a few minutes. Using an electric pump on board connected to a twelve-volt source (handy if you have more than one board to inflate) can speed up the whole process.

One of the primary complaints of some users of inflatable boards was lack of rigidity and a mushy feeling when paddling. They did not feel like a regular hard board. Being less rigid meant they were slower and harder to control. With some boards the more air you pumped in the harder and more rigid the board became but when you reached a certain point it would just start to balloon out rather than stiffen up. Some manufacturers have addressed this issue and have developed some amazingly rigid boards. One way they have accomplished this is by adding vertical strands that connect the lower and upper portions of the board. These strands pull the two layers together, when the board is inflated, and help reduce the movement of one layer opposite the other, tying the layers together within the air chamber. There are some boards today that are surprisingly rigid and can take the weight of two people while suspended without bowing. This is thanks in part to high thread counts

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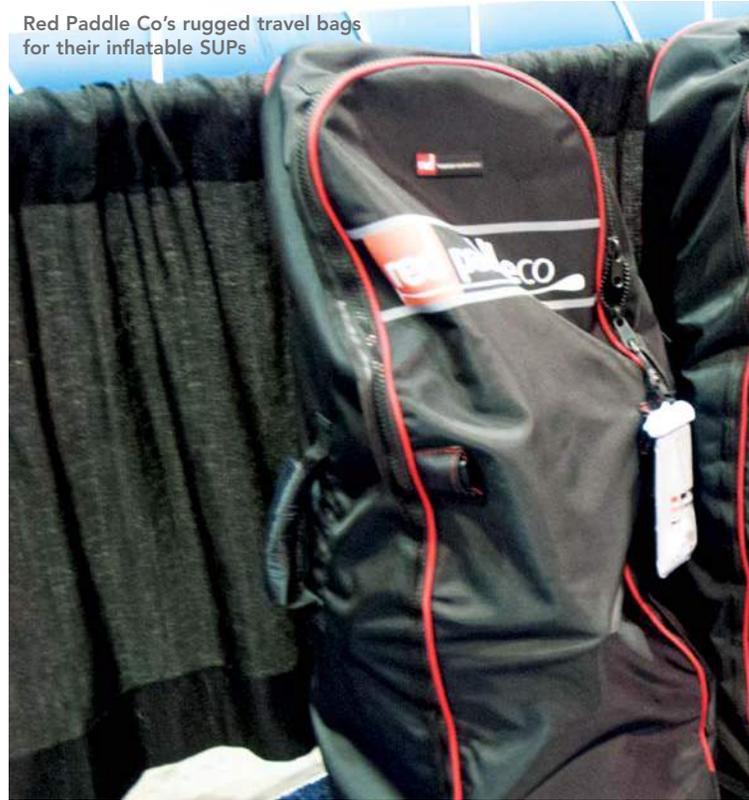
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Red Paddle Co's rugged travel bags for their inflatable SUPs



between layers such as the new line of boards by Sevylor that span the range from surfers to race boards.

Red Paddle Co., a company that only manufactures inflatables, has some of the most refined and stiffest inflatable boards on the market. It can make this claim thanks to not just a high thread count holding layers together but by manufacturing its boards with multiple layers of PVC, laminating them together in special molds that allows them to laminate with a slight rocker, just as some composite boards have. Add to this a triple layered rail and its RSS or Rocker Stiffening System comprised of stiffening battens that are inserted into pockets on the rails and you have an inflatable kayak with the physical characteristics of a composite board including rocker and board thickness along with the stiffness and handling of a hard board. Because of the unique design and manufacturing process John Hibbard, the co-founder of Red Paddle, says his customers have "an authentic non-compromised paddling experience." He points out that by choosing the right inflatable you can not only keep up with your friends on hard composite boards but can even out accelerate them. The models of inflatable race boards are as light—or lighter than—much more expensive high-tech composite boards and because they fold up in their travel bags you can sail or fly to your next SUP race and actually be a contender.

No matter if you are inflating a board to paddle ashore for



Chrissy Noack of Sevylor demonstrated how stiff their inflatable boards are



groceries, taking an evening paddle around the marina, morning exercise, or entering races across the globe, a little research and the right inflatable board can get you SUPing wherever, whenever.

Glenn Hayes is a freelance photographer and writer living in West Central Florida. His work covers commercial, editorial and fine art work: www.HayesStudios.com

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EASTBOUND ROUTES

STORY AND PHOTOS BY CAPTAIN WARREN EAST



The author, Captain Warren East

As the cold winter weather sets in, it's time to start thinking about moving your boat to the Caribbean and, if you're located on the East Coast of the United States, there are a few ways to approach that task. There is obviously nothing better than to have your boat delivered by a professional delivery crew if you don't have time to do it yourself. Then all you have to do is fly down to the Caribbean and sail away! But, if like so many, you are up for the challenge, here's some advice on tactical considerations before you set out.

If your boat is located anywhere North of the Chesapeake Bay, you will most likely want to consider heading out to Bermuda where you can sail due south on the easterlies that begin to establish themselves as winter sets in. This makes for a good shakedown leg, plus a stop in Bermuda is always nice. Crossing the gulf stream is one of the only real hurdles of this part of the trip, so choosing the right moment to set out is critical. Plan to arrive on the west side of the stream during fine weather. Whether you plan to stop in Bermuda or not, the island which is 450 nautical miles offshore, should be considered a port of refuge in the event a storm develops or worse, if a late season hurricane fires up. Make sure you have a very good understanding of the navigational and entry procedures for St. Georges Harbor which is located on the eastern end of the island.

If the idea of being offshore for up to eight or nine days doesn't really inspire you, my best advice is to sail down the coast to Florida, hop across to the Bahamas and island hop all the way down to the Virgin Islands. Make sure you provision for a least a two week trip. You will have at least two to three days from Norfolk to Miami, then 1500 miles between Miami and the BVI. I made this trip on a 75 foot catamaran several years ago and the biggest problem I had was getting around Cape Hatteras where the Gulf Stream kisses the coast and can cause havoc for the unprepared. An alternative to running this gauntlet is using the Intracoastal Waterway which you can pick up in Norfolk and pop out to the southwest of the Cape and head straight to Charleston or Miami from there. There is access to several inlets if conditions become difficult along the way.

For anyone considering beelining it to the BVI from anywhere on the East Coast other than Newport, I wouldn't recommend it. You will experience wind on the nose for almost the entire trip causing you to burn through a lot of fuel, be uncomfortable most of the way, and wish you had used the Bahamas route. Which is the way I recommend you do it.

The only times I've ever really enjoyed this trip was starting out of Fort Lauderdale and making for Exuma Bank. Be sure to arrive at the northwest entry area, just to the north of

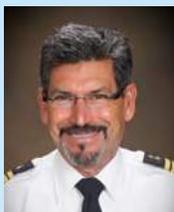
Nassau, as close to 10 a.m. as possible so that you can cross the 40 miles or so bank in good sun. This will allow you to see the coral heads until you get to the other side. If you arrive there too late, don't try to cross it. Go as far as you can, find a safe spot to anchor and wait until the next day. It feels a bit strange anchoring in the middle of nowhere, but you will have no problem finding 15-ft. depths and plenty of sand.

Once across the Exuma Bank, you have the option of hugging the island chain and taking the opportunity to visit some incredibly beautiful spots. Certainly, if the weather takes a bad turn, you will have an endless supply of ports or anchorage to use.

Once leaving the Exumas, I usually head for the Turks and Caicos and if all is good, carry on to Puerto Rico, being certain to remain a good ways off the coast of Haiti and the Dominican Republic by skirting the southern edge of Silver Bank: a large shoal extending out of the south eastern end of the Bahamian chain.

Once you arrive in Puerto Rico, pull into San Juan and restock the boat before heading down through the Spanish, U.S., and British Virgin Islands. Making this final leg the start of your Caribbean cruise, you can island hop all the way through. 🌐





ALERT AND AWARE

BY CAPTAIN JEFF WERNER



EU Naval Force captures suspected Somali pirates.

We live in an era that glorifies the culture of pirates of the past. Every year, the memories of Blackbeard, Jean Lafitte and Anne Bonny are toasted with mugs of grog at pirate festivals in Florida coastal towns. But when it comes to modern day corsairs, we are less tolerant. The film *Captain Phillips* recounted the real life hijacking of a container ship by Somali pirates. The U.S. Navy eventually came to the rescue and we all felt good that the bad guys were vanquished.

In response to the horrific events of September 11, 2001, the maritime industry began to harden its defenses. The International Ship and Port Facility (ISPS) Code was developed by the International Maritime Organization and put into force in July, 2004. ISPS is a comprehensive set of measures to enhance

security of ships and port facilities using the techniques of risk assessment and risk management. Yachts rated a gross tonnage of 500 or more that are engaged in international commercial activities, such as charter, are covered by the ISPS guidelines. These superyachts roughly correspond to vessels 50 meters or 164 feet LOA and above. They are required to have a ship security plan, a ship security officer and to always operate at one of three security levels based on the threat risk.

However, when working aboard a yacht, unless you are the ship security officer, the thoughts of piracy and terrorism are near the bottom of the list of everyday priorities. Provisioning, washdowns, cleaning heads and beds, and setting up for the sunset beach barbecue come first in the daily routine. Thoughts of security are placed on the back burner. But



knives” confronted the New Guinean crew. Fortunately, there were no injuries and only food and dive gear were taken.

The 2010 Manila amendments to the International Convention on Standards of Training, Certification and Watchkeeping (STCW) understood the disconnect between the daily activities of crew members aboard superyachts and the role they should be playing in their vessels’ security. These STCW revisions require additional training for all superyacht crew that work aboard ISPS compliant vessels, and this new level of training must be completed at approved training centers.

Depending on your job aboard a superyacht, you are required to complete one of two new courses. The course that is required for all crew members, regardless of their duties, is “Proficiency in Security Awareness.” This four-hour training program covers just the basics:

- The importance of security aboard a yacht
- Measures needed to maintain security
- How to recognize and report a security threat

If your work aboard a superyacht requires you to have a role in the implementation of the ship security plan, then you must take the next level of training. This eight-hour program known as “Proficiency for Seafarers with Designated Security Duties,” delves more deeply into security measures and procedures aboard a yacht in six key areas:

- Control of unauthorized access
- Restricted areas onboard
- Delivery of provisions and ships’ stores
- Handling of unaccompanied baggage
- Monitoring the security onboard and the surrounding areas
- Prevention and suppression of attacks by pirates and armed robbers

thinking about security should be paramount, for all crew, especially aboard a superyacht.

A superyacht is a pleasure craft worth tens of millions of dollars, cruising to resort destinations around the world. These ports of call may be in poorer countries where the average per capita income hovers around \$7,000/yr. Wealthy owners and guests, flashy tenders and water toys all become targets of opportunity for individuals who have an economic, social or political grudge.

In October 2014, while anchored in Papua New Guinea, the Australian owned 36-meter luxury yacht *Antipodean* was boarded and robbed by armed thieves. After reaching the yacht by rowboat, the three pirates brandishing long “bush

These new security training programs teach you not to react like a cowboy, which would only make a bad situation worse. Instead, knowing that you are the eyes and ears of your yacht, you can provide early detection and passive defenses that will likely foil any threats before they begin, and assure the safety of the guests and crew aboard your yacht. Remember the *Antipodean*; if it happened to them, it can happen to you. ☹

Capt. Jeff Werner is a Senior Instructor with International Crew Training in Ft. Lauderdale, and is a 22 year veteran of the yachting industry.

OUT ISLANDS OF THE BAHAMAS

BY SUZANNA THOMASINA



PHOTO CREDIT: BARRY MILLER

Guana Sunset

At around this time of January every year I find myself setting out my goals for the following 12 months. Not to be confused with my pitiful New Year's resolutions which have usually already been canned just hours after they were pledged, this list is far more positive and that much more achievable – where I hope travel in 2015.

And this year is no different. Replete after a fortnight of festive frivolities and eager to find my sea legs again, I set up my computer and begin my research. Because this year I want to go somewhere off the beaten track, despite 2015 being the Year of the Sheep. I have no desire to follow the crowds, so where should I go?

Three long days later, with my shoulders around my ears from crouching over the Internet, I have found my #1 dream destination for 2015: The Out Islands of the Bahamas.

The 'Family Islands, 'Paradise by the Sea' and 'Heart and Soul of the Bahamas' are all terms of endearment by which this collection of islands in the Caribbean Sea are called. More than 700 islands scattered to the east of Florida make up this idyllic sailing territory with only 14 out of the Out Islands inhabited. Anyone who is even half decent at math can work out that there remains a huge number of deserted islands left to explore.

But let us focus on the islands where human life thrives and

where visitors are welcomed with open arms, according to Mike Kefford, who has recently returned from a trip to the region on his 43-foot Beneteau, *Tashi Delek*.

Mike and his wife Carol were fortunate enough to visit more than half of the inhabited islands, which include the Abacos, Acklins and Crooked Islands, Andros, the Berry Islands, Bimini, Cat Island, Eleuthera, Harbor Island, the Exumas, Inagua, Long Islands, Mayaguana and San Salvador.

"After the commercialization of many of the Caribbean islands we visited, we found the Out Islands hugely refreshing. It is no wonder there are referred to by local Bahamians as the 'family islands' as they ooze warmth, simplicity and beauty.

"Unlike on many other islands, we were relieved not to find lots of large luxurious resorts. The beaches still look like I am sure they did on other more commercialized islands a hundred years ago, and the waters were stunning.

"We particularly enjoyed Crooked Island and Acklins Island, and the pink flamingos of Great Inagua which were possibly one of the highlights of our trips last year."

So, where else should I visit in this Paradise Lost? From chatting with friends and family who have already ventured off the beaten track in the Bahamas, I have come up with the following TOP 10 MUST DO list for any trip to the Out Islands.



PHOTO CREDIT: VICKI LATHOM

Bahama Beach

TOP 10 MUST DO

- 1** Moor in Marsh Harbor on the Abacos and from here make the journey to the Hole-in-the-Wall Lighthouse on the southern end of Great Abaco, making sure you look out for the endangered Abaco parrot on your way.
- 2** Dive off the east coast of Andros, the largest island in the Bahamas. Discover miles of vertical walls in a reef which stretches 140 miles along the edge of the Tongue of the Ocean, a 6,639-foot underwater canyon.
- 3** Snorkel with wild spotted dolphins in the clear waters off Bimini, a collection of three islands which were the favorite holiday destination of U.S. author Ernest Hemingway.
- 4** Cat Island, named after a pirate, Arthur Catt, is a magical island not to be missed, I am told. And if you do visit, make sure you allow time to climb up to the Hermitage stone monastery on Mount Alvernia, the highest point in the Bahamas.
- 5** Next recommended port of call is Eleuthera, which means 'freedom' in Greek. Mike tells me if I do one thing on this island, it is to buy the specialty of the island – a pineapple tart.
- 6** Once replenished with pineapple tart, head to Harbor island, which is separated from Eleuthera by a narrow channel that you can probably swim without too much trouble. Not being a hugely strong swimmer, I prefer the comfort of a yacht and a gentle paddle off Pink Sand Beach, one of the most famous stretches of sand anywhere in the Bahamas.
- 7** Snorkel off the Exuma Cays, a group of islands, one of which was used as the beach setting for the *Pirates of the Caribbean* movie starring Johnny Depp and Keira Knightley.
- 8** Join a fishing expedition from Stella Maris on Long Island and catch yourself your tea. The region is very popular with fishermen, both amateur and professional.
- 9** Explore the sparsely populated islands of Crooked and Acklins and experience travelling in a time warp. The few people who live on the Far Out Islands survive on fishing and farming, and a visit here is like stepping back in time.
- 10** Marvel at the flock of pink flamingos which have made their home on the salt flats of Great Inagua. More than 60,000 of the beautiful birds are believed to be living here at any one time.



THE OASIS AT FLIBS

PHOTOS BY CHRIS KENNAN

Yacht captains and crew members had an oasis to retreat to at the Fort Lauderdale International Boat Show courtesy of ISS GMT in association with Yacht Chandlers. A short tender ride across the ICW provided crew members an opportunity to grab some food, beverages, a massage or even a quick haircut before heading back for their next shifts on their vessels.





KEEP YOUR DAY JOB

ADVICE BY ANITA VALIUM



Dear Anita

I recently completed a lot of courses in South Africa to join the yachting industry after the career was sold to me as a great way of seeing the world and earning lots of money. Upon arriving in Antibes I was shocked to discover I was expected to walk the docks and ask people for work like some sort of beggar. Even our house staff at home didn't come knocking at the door! They were placed by an agency. I have registered with at least four so why haven't I been given a position yet? The sailing school I attended told me it's easy to get work here. I've been told by some nasty boys that I'm too heavy to work on yachts which is outrageous. Can you find me a position? I'm running out of money and will have to go home soon.

Lady Annie

Well well well Lady Annie, sadly you're not the first person to be duped into parting with (their parents') money by one of these training "academies" and sold a dream that doesn't exist. It's a shame you didn't do your own research. Yachting's a glamorous industry love; these owners spend kabillions on their shiny white toys, they want people to say "ooh!" and "aaah!" as they rock up in port. They want people to stare, slack jawed at their handsome young deck crew throwing lines and flexing their muscles. Similarly they want to be served by attractive young women. This is a high end industry and

you have to be awesome to be in it. As you don't have much money, why not try getting off your ass and walking around to network? Or, alternatively, go home to your parents and house staff and make room for someone who actually deserves a job.

Dear Anita

I'm a stewardess, living in Australia. I dayworked on four different boats last season in the Caribbean but as I couldn't find a full time job I decided to go home for Christmas. I want to secure a position from here, and I know that boats will fly people to them for interviews so this is what I want to do. I want to work on a charter boat too, and travel lots.

Sweetheart, get over yourself. I'm afraid I don't know of any boat that would fly you over from Australia to work as a junior stew based on the fact you've washed a few decks and cleaned a couple of johns. When you're starting out in the industry you have to be where the action is. If you're not, then the hundreds of other girls who have made the effort to save up enough bucks to get themselves over there will all get picked over you. Even the useless ones. The minute a chief stew or captain sees your current location isn't local, it might as well say "Outer Mongolia". If you want a boat to fly you in for a job you have to be pretty special, and sorry hon, judging from your previous experience, you ain't. Keep on truckin'...

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CARIBBEAN REGATTA PREVIEW: JANUARY – MARCH, 2015

BY CAROL M. BAREUTHER

PHOTO GARY BROWN/OCEANMEDIA

Sint Maarten Heineken Regatta

There is nowhere else in the world where sailors can enjoy so much racing, in so many formats and in such varied venues as in the Caribbean during the late winter and early spring. There are events for everything from superyachts to sport boats, monohulls to multihulls, on round-the-buoy and round-the-island courses. Here's what's new for 2015.

JANUARY 16 – 24:

Mount Gay Rum Round Barbados Race Series

A starter three day series of coastal races and a grand finale 300-mile sprint to Antigua for the Superyacht Challenge, sandwich the headline 60-nautical mile 79th anniversary Round Barbados Race. There are 14 established records



Barbados Mount Gay Regatta: The strong J/24 fleet is always competitive

PHOTO: PETER MARSHALL/MGRBBR

ready for breaking, and each offer the winning skipper his or her weight in Mount Gay Extra Old Rum. "There are a number of boats available as either whole boat charters or individual places to charter for the event," invites event manager, Alene Krimholtz. www.mountgayrumroundbarbadosrace.com



**JANUARY 17:
Antigua Round the Island Race**

All comers in racing, racer/cruiser and cruising classes are welcome to race around Antigua counter-clockwise in this Antigua Yacht Club-hosted event. The start line will be set inside Falmouth Harbor. The boat to beat is Bernie Wong's Mumm 36, *High Tension*, last year's overall winner. www.antiguayachtclub.com

**JANUARY 17 – 18:
San Sebastian Vela Cup**

Club Nautico de San Juan hosts this first time event scheduled to coincide with the famous San Sebastian Festival. "We are taking advantage of the approximately 250,000 people that

commute to Old San Juan for this festival to exhibit the sport of sailing in Bahia Urbana," says organizer Marco Teixidor. "Ten IC 24s and three Melges 32s are expected to sail." www.nauticodesanjuan.com

**JANUARY 29 – FEBRUARY 1:
The Superyacht Challenge Antigua**

Fifteen yachts, including last year's overall winner, the 102ft ketch, *Marama*, as well as runner up *Unfurled*, will compete in three days of spectacular racing, with daily pursuit-style races along the island's southern coast. "New this year the prize giving party will be held at Pillars restaurant in the Admiral's Inn," says organizer, Paul Deeth. superyachtchallengeantigua.blogspot.com



Antigua Super Yacht Regatta

PHOTO: TED MARTIN/
PHOTOFANTASYANTIGUA.COM

**JANUARY 29 – FEBRUARY 3:
Island Water World Grenada Sailing Week**

Racers, racer-cruisers, cruisers, one-design J/24s, classics and Class 40 boats will all enjoy exciting competition. "Special courses are being organized for the Class 40 boats, as an impressive 43 are racing to Guadeloupe in the Route Du Rhum, six will be in the RORC Transatlantic and we hope some will come down to our regatta. Those who do can take their speed



Island Water World Grenada Sailing Week:
Jaguar – Best Performing Yacht in 2014

machines around Grenada on Friday and on Monday race to The Sisters off Carriacou and finish in Prickly Bay. They will join the GSW fleet racing on Saturday and Tuesday,” explains organizer Ruth Lund. Sunday’s layday features workboat racing off Grand Anse beach. grenadasailingweek.com

FEBRUARY 6 – 8:

Magna International Bay Regatta

“Puerto Rico’s top four match racing teams will compete against an equal number of high-caliber teams from the USA, Guatemala, US and British Virgin Islands in a match racing format in Bahia Urbana,” explains organizer Marco Teixidor. Live concerts nightly. www.nauticodesanjuan.com

FEBRUARY 13-15:

Sweethearts of the Caribbean & Classic Yacht Regatta

Hosted by the BVI’s West End Yacht Club, this year will feature a separate class for Tortola Sloops. “This regatta appeals to classic boat owners and gives them an opportunity to strut their stuff with similar boats,” says commodore Martin van Houten. martin@sailsistership.com

FEBRUARY 13 – 15:

The Round Martinique Carnival Regatta

This new regatta combines the best of the former Tour de la Martinique and Carnival Regatta with a three-day race program that starts and ends in Fort-de-France with stops at Marin Beach and Pointe Savanne in Le Robert for parties ashore along the way. www.theroundmartinique.com

FEBRUARY 13 – 15:

Jolly Harbour Valentine’s Regatta

Cruising yachts are especially encouraged to race in this fun event via special courses and prizes. There’s a Red Hat Party for participants after registration courtesy of sponsor Mount Gay Rum and Banks Beer of Barbados. www.jollyharbourregatta.com



FEBRUARY 23-27:

RORC Caribbean 600

Over 60 boats are expected on the start line, as this year’s race is part of the Atlantic Ocean Racing Series that includes the Transatlantic Race, the Rolex Fastnet Race and Rolex Middle Sea Race. Entries include Syd Fischer’s Super Maxi *Ragamuffin*



Loro Piana Regatta

100, George David's brand new *Rambler 88* and several Class 40 yachts. "Racing nonstop around 11 of the Caribbean Leeward islands in stunning conditions is a sailors paradise that attracts the top boats with professional crews and the top amateurs from all over the world," says the RORC's Becci Brooke. caribbean600.rorc.org

MARCH 5 - 8:

St. Maarten Heineken Regatta

No match racing this year, however entries for the Gill Commodore's Cup are now open to all classes (except Lottery Class). "There will be windward leeward races for most racing classes and a single race for the somewhat slower boats. Hopefully we will be able to at least double the numbers of participants in this pre event," says regatta director Michele Korteweg. New for the 35th anniversary main event are all starts and finishes in Simpson Bay for logistical ease, the Around the Island Race will be run counter clockwise and there will potentially be an additional race the last day for some classes. www.heinekenregatta.com

MARCH 11-14:

Loro Piana Caribbean Superyacht Regatta & Rendezvous

Expect a fleet of over 20 yachts, plus social events such as Welcome Cocktails, Gala dinners and Prize Giving at YCCS (Yacht Club Costa Smeralda) and at various locations around the North Sound," says media representative Jill Campbell. www.loropianasuperyachtregattaandrendezvous.com

MARCH 11-15:

Triskell Cup

A change in dates puts this event right at a time many international yachts are in the Caribbean. "The Triskell Cup, with the Around Martinique Carnival Regatta in February and Antigua Sailing Week, will be the focal points of sailing championships for the Southern Caribbean," says Triskell organizer Jean Michel Marziou. www.triskellcup.com

MARCH 19-22:

St. Barths Bucket Regatta

There's new ownership (Perini Navi, Royal Huisman, Vitters and Rybovich), yet all are committed to keeping to the spirit of the Bucket Regattas. "This spirit is one of true camaraderie and sportsmanship in a non-commercial



environment. The St Barths Bucket is an invitational regatta that features both the latest in Superyacht designs and true classics," says event manager Jeanne Kleene. New entries include the 150ft Royal Huisman-built, Andre Hoek design, *Elfje*, and the 160ft Vitters-built, Ron Holland design, *Thalia*. www.bucketregattas.com/stbarths/index.html

MARCH 27-29:

St. Thomas International Regatta

Over 80 yachts including more Grand Prix entries and a start line with over 25 IC24s, are expected this year. "We remain the Crown Jewel of Caribbean Yacht Racing with a great race committee, courses around the islands, friendly attitude and everything in one venue at Cowpet Bay," says regatta director Bill Canfield. www.stthomasinternationalregatta.com

MARCH 30-APRIL 5:

BVI Spring Regatta & Sailing Festival

"The emphasis is on professional race management maximizing great racing for all 18 of our classes. For example, there is an area just for bareboats. Plus, catamarans, high-performance race boats and cruisers all have exceptional races designed just for them," says regatta director Judy Petz. "Sailors can easily afford to gather a crew, charter one of the many boats in the BVIs, fly in and go racing." www.bvispringregatta.org

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

REGATTAGURU.COM SPECTATOR GUIDE TO REGATTAS



PHOTO: OCEANMEDIA

This article is intended for those who know little or nothing about yacht racing but wish to understand what is happening out on the water during a regatta.

WHO RUNS A REGATTA?

Regattas are organized by a yacht club. They appoint a Race Committee who is responsible for the actual running of the races.

HOW ARE THE BOATS DIVIDED INTO DIFFERENT CLASSES?

Most regattas have boats divided into classes so that boats of a similar type can race together. Classes may be divided so that boats designed just for racing compete against each other, while boats that are mostly used for cruising compete against other like boats. Sometimes a number of boats that are very nearly identical enter a regatta. Those boats will be in what is called a 'one-design' class where they race against each other: first boat to finish wins. For boats that are not

identical, a 'rating' system is used meaning that boats that are faster have time added to their finish time while slower boats have time deducted from their finish time to make up for the difference in speed of the boats. The Caribbean has the longest continuously used yacht rating system in the world, designed and administered by the Caribbean Sailing Association. All boats are measured and issued with a CSA rating certificate. When allocating boats to the different classes, the Race Committee will look not only at the ratings of the boats but also the size and types to ensure the tightest, most competitive racing in each class.

HOW DO THE RACERS KNOW WHAT TIME THEIR RACE STARTS?

Prior to the start of the first race, all competitors will have come to Registration where their entry details are checked and information given about the number of races, the order of starts, where the race area is to be and other details in a document called 'Sailing Instructions'. Rather than be told

the exact time each class will start their race, normally the Sailing instructions will state: The 1st warning signal will not be before a certain time on each day. This is because there are sometimes delays to the start of racing for one class which then delays subsequent starts. Postponements can be due to race marks/buoys drifting or the wind shifting and so necessitating the start line having to be repositioned. Generally, Race Committees try to stick to these schedules as closely as possible.

WHERE IS THE START LINE?

The Start Line is the invisible line usually between a flag on the Committee Boat (often identified by the letters 'RC' in white on a blue background) and a small orange buoy usually positioned a hundred or more yards from the Committee Boat. The line is set at right angles to the wind direction so no end of the line should be more favorable as a starting position than the other.

HOW IS A RACE STARTED?

Racers are notified by the raising and dropping of flags accompanied by sound signals to advise them of the countdown to their start. The starting sequence is as follows: Five minutes before the start a 'Warning signal' (a Class Flag) for the class to start is raised with a sound, usually a horn. Four minutes before the start a 'P' flag (a blue flag with a white rectangle in the middle) is raised with a sound. One minute before the start the 'P' flag is lowered with a sound. At the start the Class Flag is lowered with a sound. This is often simultaneous with the Warning signal for the next class to start. In addition to the flags and sound signals the Race Officer will often be using a pre-designated VHF radio channel to communicate with the racers.

WHAT COURSE ARE THEY RACING & HOW DO THE RACERS KNOW?

This varies from regatta to regatta. Some will have pre-set courses that are shown on the course maps. Others will prefer to have a greater degree of flexibility so courses can be designed according to the wind conditions on the actual day. There will be course maps available showing the racing marks – sometimes buoys, sometimes islands, all identified by letters. The Race Officer will then tell the competitors over the VHF radio the course for each class which the racers have to write down before the start of the race. For example the Course might be: 'B to starboard, F to Port, Line', which translates as the 1st mark to head to is letter B on the course map. Go round this mark leaving it to your right. Then head to mark F. Go round that to leaving it on your left. Then go to the finish line.

HOW ARE THE BOATS IDENTIFIED & HOW DO I FIND OUT MORE INFORMATION ABOUT A BOAT?

Boats are required to have sail numbers displayed on their sails and this is how they are identified by the Race Committee, including when they cross the finish line. The exception to having sail numbers are the bareboats, ie: boats chartered from local companies such as Sunsail and Moorings; they will have bow numbers issued to them at Registration which will be displayed on the front and back of the boat. 

Regattaguru.com provides a complete online regatta management system & is used by many Caribbean regattas including St Maarten Heineken Regatta, Les Voiles de St Barths, Antigua Sailing Week & Mount Gay Round Barbados Series, etc.



PHOTO: OCEANMEDIA




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NEW FORMAT ATTRACTS INTERNATIONAL ENTRIES TO DISCOVER THE CARIBBEAN

PUERTO RICO BY CAROL M. BAREUTHER



PHOTOS: CARLOS G. LEE / MAJADEROS.COM

A new three-day format, the opportunity for several different classes to race at once and a perpetually windy venue that accommodated bayside and open ocean racing on four separate courses has made the Discover the Caribbean regatta a 'must-do' for Caribbean sailors in the fall. Hosted October 31st – November 3rd out of Ponce Yacht & Fishing Club in Puerto Rico, this 25th anniversary event welcomed 81 boats (41 keelboats and 40 dinghies) with crews hailing from Puerto Rico, St. Thomas and St. John in the U.S. Virgin Islands, the British Virgin Islands, St. Maarten, the USA and Canada. Most notable is that Discover the Caribbean likely offers the greatest opportunity in the region for the grow-

ing trend of one-design racing. Six of the ten keelboat classes – Melges 32s, J/24s, IC24s, Hunter 216s, O'day 19s and Chalana 24s – were one-design as were all dinghy classes. This made for incredible competition and camaraderie.

"The fun of one-design racing is that no one boat is favored over another in the class due to conditions," explains Jaime Torres, who won the Melges 32 class aboard his *Smile and Wave*. "We had a great time sailing against Luis Juarbe on *Soca* and Ian Hope-Ross' St. Maarten crew from *Kick 'em Jenny* who chartered *Lazy Dog*. There are five Melges 32s in the Caribbean, so the class is definitely growing."



PHOTOS: CARLOS G. LEE / MAJADEROS.COM



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The IC24s were the largest one-design of the keelboat classes.

“The IC24 class was as deep and competitive as it has ever been in Puerto Rico, showcasing ten boats all with the ability to win a race,” says Marco Teixidor aboard *Cachondo*, who won by a slim six points in 12 races over the BVI’s Colin Rathbun on *Tortola Express*. “The course was puffy so we made sure to keep our heads out of the boat and constantly look for more pressure. Towards the end, Colin and his team put up a good fight but we managed to edge them out. I believe that IC 24 class has the potential to keep growing, so hopefully we will continue to have regattas with ten plus boats more frequently.”

Avid sailor Ismael Bonet Echevarria entered both his J/24 and locally-built Chalana 24 in one-design classes and they each won.

“This was the second time I sailed my J/24, *Millennium III*, and I felt blessed to have won this important event,” says Echevarria. “The racing was very close. Our competitors, *Julepe* and *Tax Return*, were great when it came to tactics and maneuverability, but we found our groove in trimming the sails. That’s what gave us a small speed advantage and we exploited it.”

Echevarria entrusted his Chalana, *Millennium II*, to Carlos Marrero and his Malas Mañas Sailing Team.

“He (Marrero) helped me to build the boat from scratch and to get it to where it is today –powerful and incredible to sail. The

guys did the job and won every single race,” says Echevarria.

The O’day 19s were one of the newer one-design classes.

“The O’day 19 is a small sailboat that thinks it’s a big vessel,” explains class winner, Jose Pastrana, on *Black Diamond*. “With a super comfortable cockpit, ultra-stability on the water and basic controls, it makes it a great sailboat on which to learn. It was simple and therefore great for my 14-year-old crew, Rafael Tirado, who showed incredible skills and sailing intuition in his first regatta. Yet the more experienced sailor, such as myself, has the opportunity to discover new ways to continually fine tune the boat.”

In celebration of the Discover the Caribbean’s 25th anniversary, organizers awarded an entry certificate to the Best Local IC24 in the 2014 BVI Spring Regatta.

“This worked so well in attracting international boats that we will be awarding entry certificates to our 2015 regatta at the St. Thomas International Regatta, BVI Spring Regatta and Puerto Rico Heineken Regatta,” says regatta chair, David Kerr.

For full keelboat and dinghy results, visit: www.yachtscoring.com

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



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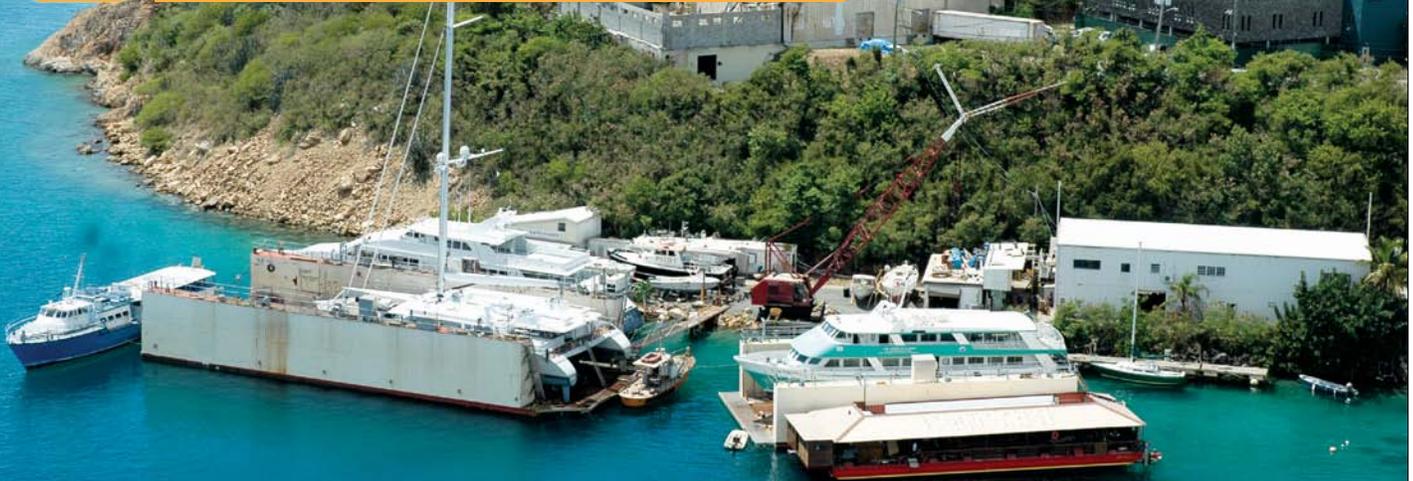
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PISCES CHARTER CHEF LANGELLO WINS VICL CULINARY CONTEST

UNITED STATES VIRGIN ISLANDS BY CAROL M. BAREUTHER



Louise and Stephen aboard *Pisces*

There's a saying: Do what you love because that is what you will do well. This certainly holds true for Louise Langello, charter chef aboard the 47ft Leopard, *Pisces*. Langello, who has cherished cooking since she was a child, ultimately proved her prowess in the galley by winning the Culinary Contest at the Virgin Islands Charter Yacht Leagues' Fall Yacht Show at Yacht Haven Grande, in St. Thomas. Her dish? The Grand Mariner's Spoon, a savory sweet combination of top sirloin and tropical fruits flavored with the requisite ingredient, Grand Marnier cognac, in beautiful white ceramic utensils.

Born and raised in central Pennsylvania, Langello was the first of her siblings to volunteer to help her mother in the kitchen. This culinary keeness led her into the food industry. In high school, she first worked at an ice cream parlor where a menu of over 30

crazy sundae combinations appealed to her creativity. While in college, she took a semester off to work in a resort kitchen at Zion National Park in Utah. Here, she helped to serve over 900 people both breakfast and lunch. The Park also gave Langello the opportunity to indulge her tandem love of the out-of-doors via rappelling, rock climbing and hiking. Fast forward a couple of years and it was definitely fate that while working as a massage therapist and day charter yacht hostess, Langello met kindred spirit, Capt. Stephen McCauley. The two have worked together as the term charter crew aboard *Pisces* for nearly two years.

"Others in the industry shared their recipes with me when I first started," says Langello. "They were delicious but many of them included heavy sauces. I found that guests would become sleepy and inactive after meal time. Also, who wants to



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 1 teaspoon salt
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 1/4 cup of finely minced ginger
 1/4 cup cupped fresh basil
 2 minced green onions

Other ingredients:

1 avocado
 1 mango
 Plain Goat cheese
 Sea Salt and pepper

Directions:

1. Marinate two top sirloins for 4 hours.
2. Take top sirloins out of marinade, set side. Then transfer marinade into a small sauce pan. Simmer on low for 20-25 minutes or until marinade has reduced to 1/3 of its original volume.
3. Meanwhile, mash avocado with fork and lightly season with sea salt and pepper. Place a large dollop of mashed avocado on each spoon for bottom layer.
4. Cube mango into small pieces.
5. Grill steaks to medium rare, then placed them in foil for 5 minutes.
6. Slice the two sirloins into very thin slices. Wrap one piece of steak around one or two small cubes of mango and place it on top of the mashed avocado.
7. Top the steak and mango piece with a small crumble of goat cheese.
8. Take less than a teaspoon of the marinade reduction and drizzle it over the goat cheese. Serve.



Louise's winning dish

eat heavy while wearing a bathing suit all day? Now, I cook the way I really like to. That is, fresh, flavorful and healthy.”

Veggie frittatas, homemade corn pancakes topped with smoked salmon, and cut fresh fruit are all staples on Langello’s breakfast table while on charter. Lunch could feature signature blackened fish tacos topped with a homemade mango-pineapple salsa or a lemon garlic chicken served with a green salad blooming with fresh spinach, kale, avocado, sliced apples and grapes. Mid-afternoon, a quick bite snack may be a refreshing watermelon cube marinated in lime and olive oil, topped with feta cheese and a jalapeno pepper. One dinner favorite of many guests is Langello’s almond encrusted grouper accompanied by a spicy coconut-lime flavored kale and brown rice. A new entrée that is guaranteed to get guests lip-smacking is the one Langello debuted as an entry appetizer at the VICL’s Culinary Contest.

“I felt like everyone was going to use the Grand Marnier in a dessert, so I wanted to do something different and came up with the Grand Mariner’s Spoon. In the future, I plan to serve larger portions as a dinner entrée over mashed butter-nut squash,” Langello explains.

Langello serves about 35 meals and snacks during a week’s charter with eight to ten brand new selections. She admits using Pinterest as a source of ideas, which she morphs into her own style of cooking that best compliments an active life on charter. She sources the freshest ingredients by shopping in four stores on St. Thomas, as well as a local farmer who grows the most fantastic fresh spinach. Also, she restocks perishables in Soper’s Hole and Virgin Gorda Yacht Harbor when chartering in the BVI.

Langello continues to love her time spent out-of-doors. In fact, she and McCauley enjoy treating their guests to fun activities like yoga, paddle boarding and snorkeling.

“Steve has made over 1,000 dives while earning his Master’s Degree in Marine Biology,” says Langello. “He’s a really fun snorkel buddy.”

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



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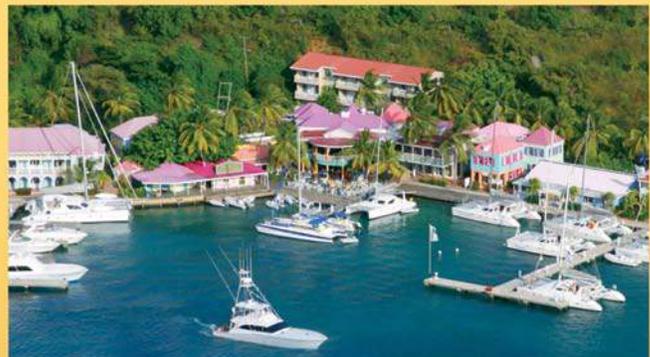
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FROM FARM TO BOAT

BRITISH VIRGIN ISLANDS STORY AND PHOTOS BY JULIAN PUTLEY



Farmer Drake with baskets of produce

People are becoming more and more selective when it comes to food. An abundance of the food we eat in the Caribbean comes from the United States where ever increasing amounts of Genetically Modified Organisms (GMOs) are introduced into food products. Genetically modified means that the DNA from herbicides, pesticides, bacteria and viruses has been introduced into many mass produced food products. This artificial means of producing food is complicated by the fact that these same items can be labeled 'natural' without any objection from the FDA who, as a government agency, may well be in the pocket of the big food producing corporations. So what do we do? We have to make our own educated choices.

Throughout the Caribbean Islands a weekly market is part of island tradition. Visiting boaters can enjoy a wonderful morning strolling around a market and purchasing fresh exotic food items for the week ahead. Alternatively, in many anchor-

Delivery of farm produce direct to your boat is especially convenient for charter yachts – and the service can be accessed by a simple phone call.

ages, boat boys in ragtag dinghies will approach a visiting vessel with a variety of fresh fruits and vegetables and I can remember in years gone by purchasing a stalk of bananas for a couple of dollars and hanging them from the boom for snacks and smoothies all day long.

One operation in the BVI that is dedicated to producing GMO-free, organic food is Good Moon Farm. Located on a hillside on Tortola's northern shore, terraces have been painstakingly constructed to provide beds for a large variety of fruit and vegetables, herbs and spices. Fruit trees produce an



Terrace Farming



Farm Cottage

assortment of nature's bounty: mangoes, avocados, breadfruit, soursop, banana, plantain and guavaberry. Specially designed returnable boxes are used to pack the freshly picked produce on a daily basis.

One inspiration of the farm's owner/manager, Aragorn Dick Read, was to organize a network of local farmers to supply crops to his distribution centre to cover times when the farm fell short of supplies. Contacts from Dominica were sourced years ago to provide organic foods to the BVI to supplement locally grown produce. All sources of produce were carefully examined to ensure no artificial pesticides were used. "Integrity of the product is paramount," explained Aragorn.

Market gardening or farming is very labor intensive and Aragorn employs local experts Drake and Johnson, both of Carib Indian descent, to nurture his operation and work at a multi-

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The food lab

tude of jobs, as is required on a farm. Islanders are very much a part of the operation too; building terraces, planting and harvesting. To understand the extent of this burgeoning operation take a look at the website and the long list of available products – all deliverable to your boat – fresh from the farm.

Delivery of farm produce direct to your boat is especially convenient for charter yachts – and the service can be accessed by a simple phone call. Large luxury yachts are using this service not only for desirable organic foods for discerning clients but also for orders of fresh cut flowers for attractive displays for arriving guests, for weddings and special ceremonies. Exotic flower arrangements include heliconias, bird of paradise, lobster claws, pink and red gingers ... to name a few.

A new facet to this farming gem is a 'food lab'. Here drying units can dehydrate foods which are then packaged in zip locked packs or vacuum sealed bags for preservation. Bananas and plantains are especially good candidates for drying. Quantities of basil are mixed with extra virgin olive oil

for pesto, and hot sauces from a variety of peppers and fresh ginger are on the horizon.

Soon to be on offer will be meat, fish and poultry – all naturally raised and hormone and anti-biotic free. Exotic items like buffalo, game and crocodile will be available.

The good news is that all items from the farm and its subsidiaries will be offered to all – from bareboat companies to the most exclusive mega yachts. Crews and chefs can access the inventory and phone in their requirements for delivery the next day. From farm to boat – what a concept!

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



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TORTOLA EXPRESS TIPS 2014 QUANTUM SAILS IC 24 INTERNATIONAL REGATTA

BRITISH VIRGIN ISLANDS BY CAROL M. BAREUTHER



The Quantum fleet of IC 24 under spinnaker

Experience and an upbeat spirit earned *TortolaExpress* the champion title at the 2014 Quantum Sails IC 24 International Regatta. Ten boats, nearly double the number from last year, raced in this 10th annual event held out of Soper's Hole, Tortola, BVI, in late October. Team skipper Colin Rathbun is certainly a familiar figure in the winner's circle. However, it was the depth of talent competing – from longtime sailors to the young Turks nipping at the forerunners sterns – which may very well give Rathbun a run for his money in the future as it looks like the IC 24 Class is on the rebound.

"I'd say we won because we have an amazing team spirit where everyone can stay focused, have lots of fun and are always ready to help out the others, both off and on the water," says Rathbun.

"*Ocean Potion* from St. Thomas with Chris Rosenberg skippering started climbing the ranks on the second day. Chris is a very aggressive sailor, and I mean that in a good way. He keeps you on your toes and won't let up. But we hit the ground running right from the first day."

Team *TortolaExpress* secured their win by 17 points in 13 races over second place finisher, *Ocean Potion*, owned by St. Thomas' Mike Finley. Rosenberg, who raced with Finley, co-

designed the IC 24 out of an old J/24 hull back in the early 2000s with St. Thomas boat-builder Morgan Avery.

"Having Chris on board is always a great treat and we learned more about our IC and its performance thanks to him," says Finley. In addition, "the competition was very good all around. Jason Putley on *INTAC* was hot on our tail the whole regatta. Alec Anderson on *We LIME* was also very much in it as well. The last day these two changed the scoreboard for us all with three great finishes."

Putley helming *INTAC* finished third, three points ahead of BVI 49er Olympic hopeful Anderson.

New this year, the regatta moved to Soper's Hole, on the western end of Tortola. This change was planned for several reasons.

First, "it took the 'local knowledge' element out of play as the BVI sailors rarely sail in Soper's, so it was a level playing field," explains Kevin Wrigley, regatta director and Quantum loft manager in Tortola. "Gusty and shifty winds made it tricky to learn the courses, a combination of windward-leewards and round the Thatches (islands), out of Soper's Hole, but the flat water made it fun as well."

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Colin Rathbun

PHOTO: GARY BROWN/OCEANMEDIA

Secondly, Wrigley adds, “We hoped the Soper’s Hole location would make it easier for visiting IC 24s from St. Thomas and Puerto Rico to attend. We also scheduled the first start at 1pm on Saturday so the visiting boats had time to sail over. Finally, we used the Fish ‘N Lime Inn as our race headquarters. They offered a few free rooms for visiting crews, plus food and live entertainment for the Saturday night party. Everyone stayed and enjoyed the party.”

The Quantum Sails IC 24 International Regatta could easily see 30 IC 24s on the start line in the future. After all, this is collectively about the number of IC 24s in the water in the BVI, USVI and Puerto Rico.

“I think we are seeing the class coming back,” says Ocean Potion’s Finley. “The crews in the BVI have stepped up their game and had more boats out racing over the summer than in previous years. The group in Puerto Rico is strong, with nine boats racing in a one-design class in the Discover the Caribbean regatta this fall. Then, there’s always eight or more IC 24s from the St. Thomas fleet that comes out for the St. Thomas International Regatta. It’s especially exciting to see the core of IC 24 owners that have been absent from the class get back into it. Chris Rosenberg is back with a new boat and Mark Plaxton and Chris Curreri are racing again. That’s a good sign to me!”

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

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THOSE MAGNIFICENT MEN AND THEIR SAILING MACHINES

ST. MAARTEN / ST. MARTIN BY THE EDITOR



Yacht designers have come up with some radical hulls over the years and the Kiwi 35 is about as radical as they get. These strange-looking light weight boats have a reputation for being difficult and even dangerous to sail. Fitted with very little ballast, they rely on the weight of the crew sitting on 'wings' bolted to the hull to keep the boat upright.

Most people would shy away from buying such a boat, but Ben Jelic is different. When Ben was looking to buy a boat he saw the Kiwi 35 a challenge.

Ben and Sabine



"The dilemma was to buy a Melges 24 or Kiwi 35," said Jelic. "The cost was similar but the challenge of having this extraordinary looking boat, with its history, was something I could not resist."

The Kiwi 35 was one of six built by O. H. Rogers in Tampa, Florida in 1985. Then called *Anne Spence*, it first saw service in the BVI as a day-charter boat complete with a viewing port in the bottom of the hull. She was then bought by Barney Crook, managing director of BVI-based TMM Yacht Charters. He re-rigged the boat, changed the name to *Wild Thing*, and raced her, winning a few trophies along the way. Sold on, the boat was shipped to Europe and then, remarkably, sailed across the Atlantic to St. Maarten, a voyage that almost cost the owner his life.

Having acquired the boat and renamed her *Wild Devil*, Ben, and his life-partner Sabine, began racing her in St. Lucia and the southern Caribbean.

"It didn't take long for me to understand that she was not suitable and competitive for local wind conditions and regattas," Ben explained. "With the huge wings and the windage they produced, combine with drift and minimum stability, she was a real danger. I have seen crew flying from one wing to another during a tack or just fight for life with water up to the necks if they are late to move from one wing to another. There were situations when I raced with 12 crew! What a mess on deck.

"Here was a boat crying out for help, like it knew I was its last chance to race again," said Ben. He added, "modifications needed to be made."

A designer, boat builder and racer with thirty years' experience, Ben Jelic was the right man for the job.

Modifications started with the keel where, on removing the fiberglass from the keel bulb, they found less than 250 kilos of lead. Ben designed a new bulb with 600 kilos of ballast and built it in his friend's workshop in Martinique. He also changed the lifting keel for a fixed keel. New stringers and mini bulkheads were built inside to support the weight. At the same time several transversal and longitudinal stringers made of PVC pipe were carbon fibered into place forward of the mast. These were injected with foam to stiffen her up when punching through the waves.

When the wings were removed, they were found to weigh 200lb each, that weight was also factored in when designing the new keel bulb.

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The modified Kiwi 35 *Wild Devil* is a formidable racing machine

The mast was a weak point. Ben found a broken carbon spar from a Mumm 30 in the States and repaired it with a custom made carbon sleeve wrapped with UD carbon from the outside.

The repair was cured using vacuumed bags and halogen lamps. "It works fine," said Ben.

New bulkheads were fitted to support the modified chain plates and rig configuration.

Ben then turned his attention to the shape of the bow. This he modified, giving it a forward rake (also known as negative angle). This keeps the waterline the same but controls the water flowing past this part of the boat and distributes a controlled flow on the sides of the hull.

"We designed this in a unique way, giving it a little bit more than a regular curve, making water flow to accelerate. When we checked it in practice, it worked!"

The changes greatly improved the boats rating bringing podium places well within reach. "We started achieving good results last year with a plan for next year to push full throttle and organize good crew for major regattas."

The latest modification is transom hung, high aspect carbon rudder and this is under test at the moment.

Ben and Sabine also own a custom J120 that they have modified. Sabine has a PHD in physics and is very familiar with numerical simulation of water flow, subjects necessary for boat design. "I am never short of new ideas," said Ben.

Currently, they are working on a radical new monohull project. "An idea," said Ben, "that has never been seen before and will be revealed when the first 28ft prototype hits the water." Drawings for the new boat are the result of four years' work and a 1:6 scale model will be tested in the US soon.

Until then, look for Ben and Sabine and *Wild Devil*—a boat once described by a famous racing friend as 'useless'— adding to their collection of sailing trophies. 

Gary E. Brown is the Editorial Director of All At Sea. He is and the author of the thriller/sailing adventure *Caribbean High*. For more information visit: garyebrown.net

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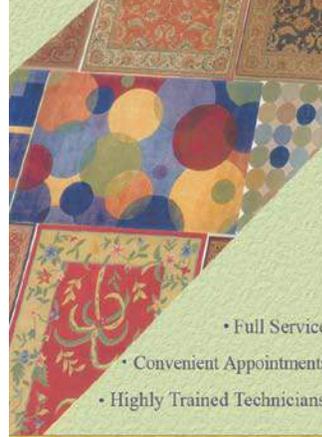
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MORGAN LAGRAVIÈRE AND ARNAUD JARLEGAN WIN THE 2014 SAINT-BARTH CATA CUP

ST. BARTHÉLEMY BY ELLEN LAMPERT-GRÉAUX



EMMANUEL DUCLOS / SAINT-BARTH CATA-CUP 2014

High winds, rough seas, and changes to the schedule made the seventh edition of the Saint Barth Cata Cup the most challenging to date. Organized in Saint Barth by Jeff Ledée, Vincent Jordil, and Helene Guilbaud, this event attracts a major roster of F18

catamaran racers as well as seasoned sailors who want to try their luck on these speedy little sport cats. Not to mention a fair number of amateurs.

This year's lineup featured former winners of the race, includ-

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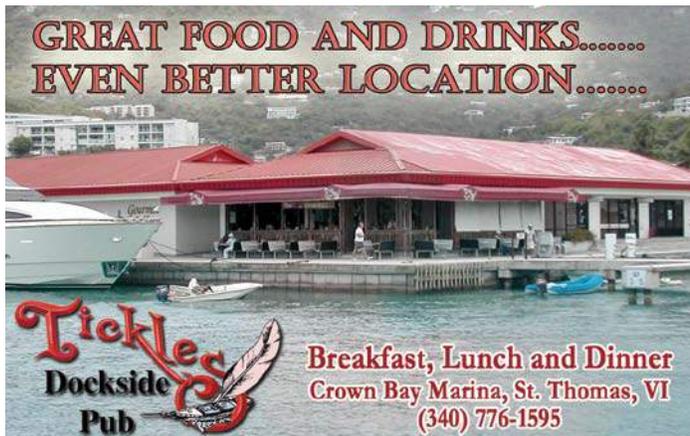
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ing John Casey, Emmanuel Boulogne, and the duo of Franck Cammas and Matthieu Vandame, who returned to defend the title they won last year. But two newcomers took top honors: Morgan Lagravière and Arnaud Jarlegan (Architectonik). A specialist in offshore racing on the Imoca circuit with the Safran team, Lagravière was best equipped to deal with gusts of wind as high as 30 knots, and high seas with two-meter swells.

Cammass and Vandame looked good on the starting line and won the Design affairs trophy on Thursday November 20th. Lagravière and Jarlegan and Mike Easton and Matthew Whitehead (REMAX4), also first-timers at the Cata Cup, completed Thursday's winner's circle.

With bad weather expected on Saturday, the challenging tour around the island was moved to Friday morning, November 21st. In this race, Lagravière and Jarlegan beat Cammas and Vandame by a nose as they battled the high winds. With their victory in the tour around the island giving them an advantage, Lagravière and Jarlegan won the Allianz Saint-Barth Assurances Trophy as awarded on Friday. Cammas and Vandame took second place, while Nacra 17 world champions Billy Besson and Marie Riou (Nikki Beach) were third.

Saturday November 22nd saw strong gusts of wind whipping around the point of Colombier, which forced the organizers to limit the competition to just one race in the afternoon around the outlying islands of Toc-Verts and Bonhomme. Cammas and Lagravière once again dueled toward the finish, with Lagravière winning as Cammas and Vandame capsized, yet managed to get back in the race to take second place. Lagravière

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PHOTO: ROSEMOND GRÉAUX

On Sunday, the racers were grounded as the Cata Cup organizers preferred to be prudent in face of the weather conditions.

and Jarlegan thus won the RE/MAX Trophy on Saturday, with Frédéric Duthil and Frédéric Moreau (Marché U) in third place. Also worth noting is the impressive fourth place performance by Canadians Anthony Boueilh and Maxime Loïselle (Filles des Iles), while at least ten other boats abandoned due to the challenging conditions on Saturday afternoon.

On Sunday, the racers were grounded as the Cata Cup organizers preferred to be prudent in face of the weather conditions. Better to avoid damage to the boats after a tentative start in the bay of Saint Jean, with almost a dozen boats overturned in just a few minutes.

For Morgan Lagravière and Arnaud Jarlegan it was quite the introduction to the Saint Barth Cata Cup and hopefully they will be back for the 2015 edition of the race to add to the excitement of this annual event that is growing in importance on the F18 circuit.

For more information, visit: stbarthcatacup.com



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

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GRENADA STORY BY PHILOMENA BERGIN
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Work begins

Don't wait for your boat to come in: build it yourself! That's the variation on the old motto adopted by Rene Froehlich of Sailing School Grenada to realize his vision of improving sailing opportunities for young people on the island.

Since getting involved in sail training on the island in 2013 he has observed that once young sailors grow out of the Optimist and Mosquito sailing dinghies available in Grenada, the options to sail competitively become extremely limited.

Up to now he has been using his own Nautiber cruiser *Dione* to help young people improve their sailing and navigational skills but frankly the boat is not attractive to keen young sailors. It is slow and heavy – a reliable workhorse, not the lean, mean racing machine that will provide a platform for team building and training the next generation of Grenadian competitive sailors.

"*Dione* introduces them to the basics, but I need a competi-

tive yacht to help them take their experience to the next level," Rene explains. "Without this we risk losing their talent and enthusiasm for a sport which is of growing economic importance to the island."

A professional designer with experience on a wide range of projects, Rene decided he had the skills to build a yacht of the right calibre himself. He put this to the test by accepting a commission from the owner of a classic charter yacht to build a ten-foot tender in early 2014. The result was so impressive he is now forging ahead with the new project in his workshop in Westerhall.

Naval architect Nicolas Roelens and boat builders Jeff Fisher and Roger Adams have collaborated with Rene on the one-off design that goes by the working title of RF33.

The overall length of the boat is 35.6ft with a beam of 9ft. It carries around 1000 sq ft of sail area – main, jib and asymmetrical spinnaker combined. Code zero is approximately 774 sq ft.



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A model of the finished hull



The plywood molds in place



Fairing the hull with a longboard

The planing hull is strip planked with carbon fiber and light-weight fiber glass. The draft with fin and bulb is 10ft., and displacement is 1.162 kg.

Work on RF33 is well advanced and a major milestone was reached on October 31st when the completed hull was turned. RF33 is too big to maneuver within Rene's workshop, so this was a delicate operation that involved Rene and a small army of friends carrying the hull out of the workshop, turning it manually within straps suspended from a crane and then lowering it onto wheel blocks, previously attached to the hull, so that it can now be wheeled around the workshop with ease.

Now Rene's biggest problem is raising the US\$ 75,000 for materials for the project – his labour is free - so he and his wife, Daniela, have come up with a crowd-funding model to raise the capital required.

They are hoping to attract support from both local businesses and the growing number of sailing enthusiasts who visit Grenada for events such as Grenada Sailing Week – and also cruising visitors who might want to give competitive racing a try.

In exchange for sponsorship of US\$2,000 or more, Rene and

Daniela are offering the opportunity to sail on RF33 at one of the local regattas including onshore accommodation if they need it.

A local business, The Canvas Shop, Grenada, has donated support with equipment and the Froehlichs have already signed their first major sponsor, Hugh Pringle, a regular visitor to Grenada Sailing Week from the UK.

Explaining his decision to support the project Hugh said: "Because I have gained so much personal pleasure from racing – particularly in Grenadian waters – I am keen that young people here share in this experience. Not only will it help them build their confidence, teamwork and positive attitude, but it will also harness the enthusiasm of Grenada's up and coming sailing talent and enable them to develop their skills in a competitive international sailing environment."

And Grenada's junior sailors can't wait. Rene says teenagers from the Gouyave Sailing Club have already asked to book their place on RF33 and want to know whether it will be ready for Grenada Sailing Week 2015. Fingers crossed!

Find out more about RF33 at www.grenadateamsailing.com and on Facebook <https://www.facebook.com/grenadateamsailing>

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			Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet
St. Lucia	Rodney Bay Marina an IGY destination™	758-572-7200	14'	285'	253	•	480V 3 phase 100 amps/ leg; 220V 3 phase 100 amps/leg; 220V 50 amps; 110V 30 amps, 50 & 60hz	•	•	•	•	•	•	•	•	16	FREE
St. Lucia	The Marina at Marigot Bay	758-451-4275	16'	250'	40	•	110/220/380 50/60 Hz	Cable	•	•	•	•	•	•	•	16/12	•
St. Maarten	Island Water World Marina	599-544-5310	8'	90'	54	•	Available	Cable	•	•	•				•	74	FREE
St. Maarten	Lagoon Marina Cole Bay Wtrft	599-544-2611	9'	100'	45	•	110/220	•			•	•	•	•	•	16	FREE
St. Maarten	Simpson Bay Marina an IGY destination™	721-544-2309	13'	196'	114	•	480V 3-phase 100 amps/ leg; 220V 3-phase 100 amps/leg; 220V 50 amps; 110V 30 amps 60hz	•	•	•	•	•	•	•	•	16/ 79A	FREE
St. Maarten	The Yacht Club at Isle de Sol an IGY destination™	721 544 2408	18'	377'	45		480V 3-phase 100 amps/ leg; 380V 3-phase 100 amps/leg; 220V 3- & single-phase; 100 amps/ leg; 220V 50 amps 60hz	•	•	•	•	•	•	•	•	16/ 78A	FREE
St. Martin	Captain Oliver's	590-590-87- 33-47	10'	150'	160	•	110/240		•	•	•	•	•	•	•	16/67	
St. Thomas	American Yacht Harbor an IGY destination™	340-775-6454	10'	110'	134	•	125/250V 50 amp; 125/250V 100 amp; 220V 3- & single-phase; 100 amps/leg	Cable	•	•	•	•	•	•	•	16/6	FREE
St. Thomas	Yacht Haven Grande an IGY destination™	340-774-9500	18'	656'	46	•	120V 30 amps; 208V 100 amps; 240V 50, 100 amps; 480V 100 amps	Cable	•	•	•	•	•	•	•	16/10	FREE
Tortola, BVI	Nanny Cay Marina	284-494-2512	12'	125'	200	•	110/220		•	•	•	•	•	•	•	16	•
Tortola, BVI	Soper's Hole	284-495-4589	25'	170'	50	•	110/240	Cable	•	•	•	•	•	•	•	16	Cafe
Tortola, BVI	Village Cay Marina	284-494-2771	12'	200'	106	•	110/220/308	Cable	•	•	•	•	•	•	•	16/71	FREE
Trinidad	Power Boats Ltd	868-634-4346	13'	65'	40	•	115/220		•	•	•	•	•	•	•	72	•
Turks & Caicos	Blue Haven Marina & Resort an IGY destination™	+649-946-9910	8.5'	220'	78	•	30/50/100 amp, 3 phase, up to 480V	Cable	•	•	•	•	•	•	•	16	FREE
Virgin Gorda	Virgin Gorda Yacht Harbour	284-495-5500	10'	180'	94	•	110/220		•	•	•	•	•	•	•	16/11	•
Colombia	Marina Santa Marta an IGY destination™	+57 5 421 5037	11.5'	132'	256	•	110/220V, 60hz	•	•	•	•				•	16	FREE

OUTSIDE OF CARIBBEAN:

Boston, MA	Boston Yacht Haven	617-367-5050	22'	300'	100	•	480V, 100 and 200 amps; 240V single-phase; 208V 3-phase, 100 amps; 240V, 50 amps; 120V, 30 amps	Cable	•	•	•	•	•	•	•	09/16	FREE
Deltaville, VA	Deltaville Marina	804-776-9812	10'	110'	80	•	30/50 Amp		•	•	•	•				16	•
Cabo San Lucas, Mexico	Marina Cabo San Lucas an IGY destination™	+52 624 173 9140	18'	200'	380	•	110V 30 amps; 220V 50 amps; 100 amp 3-phase	Cable	•	•	•	•	•	•	•	88A	FREE
Montauk, NY	Montauk Yacht Club an IGY destination™	631-668-3100/ 888-MYC-8668	12'	200'	232	•	110V, 220V; 480V 3-phase	Cable	•	•	•	•			•	09	FREE
NY Harbor - Jersey City	Newport Yacht Club/Marina an IGY destination™	201-626-5550	8.25'	163'	154	•	110V, 220V 30/50/100 amps		•	•	•	•	•	•	•	16/72	FREE

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All At Sea's Caribbean Boatyard Guide

		Latitude	Longitude	Phone Number	Maximum Draught	Maximum Length	Maximum Beam	Maximum Air Draft	Power Supply	Arrival Hours	Lift 1 Type / Capacity (Tons)	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facilities
Jolly Harbour, Antigua	Jolly Harbour Marina / Boat Yard	17 04 46.4 N	61 54 37.0 W	(268) 462-6041	15'	80'	18'	no limit	110/220	8am-5pm	70	•	•	•	•	•	•	•
Antigua	North Sound Marine	17.1167	-61.7500	(268) 562-3499 \ (268) 764-2599	15'	no limit	31'	no limit	Anything	24x7	150	•	•	•	•	•	•	•
Aruba	Varadero Caribe	12 32 N	70 02 W	297-588-3850	7'	85'	23'	no limit	120/240	8am-4pm	60	•	•	•	•	•	•	•
Tortola, BVI	Nanny Cay Hotel & Marina	18 25 0 N	64 37 0 W	(284) 494-2512	11'	160'	45'	no limit	110v 30amp/220v 50amp/ 3phase 100 amp	7am-6pm	70	•	•	•	•	•	•	•
Tortola, BVI	Soper's Hole	18°23' 46"	-64° 41" 53"	(284) 495-3349	7'	65'	18' and 40'	no limit	110/220	8-5, Mon-Sat	45	•	•	•	•	•	•	•
Tortola, BVI	Tortola Yacht Services	18 25 N	64 37 W	(284)-494-2124	10'	68'	20'	no limit	220V, 50A, 110V, 30A	7-4, 7days	70	•	•	•	•	•	•	•
Virgin Gorda, BVI	Virgin Gorda Yacht Harbour	18.45222	-64.43750	284-495-5318	10	150	34	no limit	110/120	7am-6pm	70	•	•	•	•	•	•	•
Curaçao	Curacao Marine	12' N	68' W	599 9 562-8000	9'	120'	33'	193	110/220 380	8am-5pm	60	•	•	•	•	•	•	•
Boca Chica, D.R.	Marina ZarPar	18 26.4 N	69 37.23 W	(809) 523-5858	7.5'	65'	28'	no limit	110/220 380	9am-5pm	70	•	•	•	•	•	•	•
La Romana, D.R.	IBC Shipyard	18° 23' 55" N	68° 53' 55" W	+809 449 3321/3323	12'	110'	26'	no limit	110/220 3 phase 100/50/30 amp	8-5 M-F	120	•	•	•	•	•	•	•
Grenada	Grenada Marine	12° 01:20	61° 40:42	00-1-473-443-1667	12'	75'	31.5'	0	110/220	8-5, M-F; 8-12, Sat	70	•	•	•	•	•	•	•
Grenada	Spice Island Marine Center	12 5 N	61 43 W	473-444-4257	12'	70'	25.4'	0	110/230	8am-4:30 pm	70	•	•	•	•	•	•	•
Panama	Bocas Yacht Services	09° 17.3'N	082° 23.06W	507-6619-5601	8'	65'	18'	20'	120/220	7:30-3:30pm	60	•	•	•	•	•	•	•
Puerto Rico	Varadero @ Palmas	18 04' 37" N	65 47' 57" W	787-656-9211	11'	110'	26'	no limit	50/30 amp	8-5, 7days	110	•	•	•	•	•	•	•
Puerto Rico	Puerto Del Rey Marina	18° 17.3 N	65° 38 W	787-860-1000	15'	150'	33	no limit	120/208/240/408V, 2 & 3-phase / 50, 100 & 200 amps	8am-5pm	155	•	•	•	•	•	•	•
Sint Maarten	Megayard	18°02' 13.24 N	63°05' 08.52 W	1-721-5444-060	12'	200'	33'	12'	110/220	8-5 M-F	150	•	•	•	•	•	•	•
St. Lucia	Rodney Bay Marina <small>an IGY destination™</small>	14°04 '32. 72" N	60°56 '55. 63" W	758- 572- 7200	11'	75'	28'	no limit	110V/60, 220V/50, 480V 3 phase; 100 amps/leg; 220V 3 phase; 100 amps/leg; 220V/40 amps; 100V 30 amps; 50 & 60 hz	8am-5pm	75	•	•	•	•	•	•	•
St. Croix, USVI	St. Croix Marine	17° - 45' N	64° - 42' W	340 773-0289	11'	68'	13'-8"	no limit	110v 30amp; 220v 50amp; 3 phase 100amp	8-5, Mon-Sat	60	•	•	•	•	•	•	•
St. Kitts	St. Kitts Marine Works	17° - 20.3'N	62° - 50.1'W	1-869-662-8930	12'	120'	35'	no limit	110/220/3 phase 100amp	7-4 M-F	150	•	•	•	•	•	•	•
St. Thomas, USVI	Subbase Drydock	18 N	65 W	340-776-2078	16.5'	190'	50'	no limit	440 three phase/220/110	8-5, Mon-Sat	1000	•	•	•	•	•	•	•

OUTSIDE OF CARIBBEAN:

Deltaville, Va	Deltaville Boatyard	37.54 96.64 N	76.32 96.21 W	804-776-8900	9'	80'	25'	no limit	30/50 Amp	7-5 M-F	35/ 75	•	•	•	•	•	•	•
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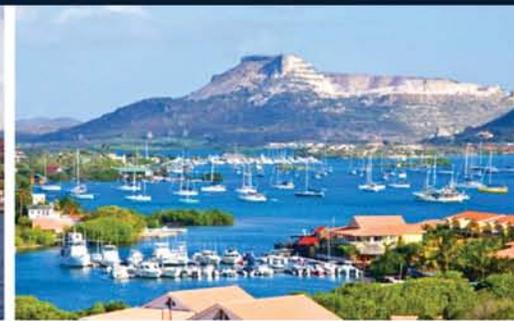
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3



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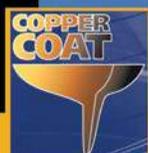
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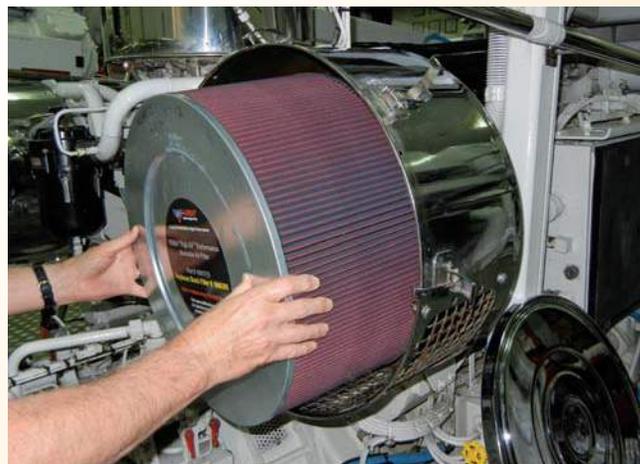


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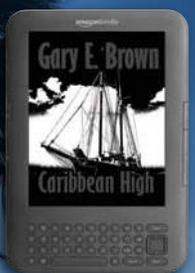
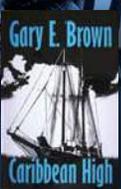


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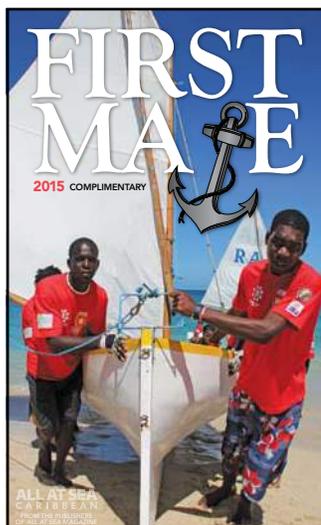
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DIRTY MARTINI

Prep time: 5 minutes. Serves: 4

10oz premium vodka

2oz dry vermouth

¼ cup olive juice

12 big fat stuffed olives

Toothpicks, optional

Pour vodka and olive juice over an ice-filled shaker. Shake gently. Serve straight up in martini glasses or over ice (how I like them). Place 3 olives (on each toothpick, if you prefer) and add to each glass. Cheers!

GRILLED LOBSTER TAILS WITH MANGO AND AVOCADO SALAD WITH CITRUS DRESSING

Prep time: 15 minutes. Cooking time: 10 minutes

Resting time: 3 minutes. Serves: 4

1 large mango, peel pitted and diced

1 large avocado, peeled, pitted and diced

½ cup cucumber slices

2 scallions, sliced

4 tbsp freshly squeezed lime juice, divided

¼ cup freshly squeezed orange juice

1/3 cup extra virgin olive oil

1 tsp kosher salt, divided

Freshly ground pepper, to taste

4 (8oz) lobster tails, thawed if frozen and cut in half lengthwise

Garnish: 8 lime wedges

Preheat grill to medium-high. Toss mango, avocado, cucumber, scallion, 2 tbsp lime juice, in a medium bowl. Prepare dressing: Whisk together the olive oil, orange juice, remaining lime juice, salt and pepper. Prepare lobster: Brush the lobster tails with some of the citrus dressing and sprinkle with the remaining 1/2 tsp salt. Lay the tails on the grill, cut-side down, and cook until the meat is lightly charred and the shell is beginning to turn red, 5 to 6 minutes. Turn and continue grilling until the meat is opaque and cooked through and the shell is completely red, 2 to 4 minutes more. Remove from grill and allow to rest 3 – 4 minutes. In a large bowl, toss the salad greens with the mango, avocado mixture. Divide between 4 dinner plates. Place two lobster halves on each plate and garnish with lime wedges.

Note: You can remove the lobster from the shells before serving if you prefer.



Note: A quick easy salad that can be a meal on its own or a great starter for a dinner party. Serve with a nice glass of champagne or chilled Chardonnay.

HINT: You can substitute shrimp or other sweet and meaty fish in place of the lobster.

TOMATO-BASIL ORZO WITH FETA CHEESE

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

12 oz dry orzo

1 cup grape tomatoes, halved

½ cup green stuffed olives, sliced

½ cup chopped fresh basil leaves

3 tbsp olive oil

3 tbsp fresh squeezed lemon juice

6 oz feta cheese, crumbled

Sea salt and freshly ground pepper, to taste

In a saucepan, cook orzo according to package directions for al dente; drain. Add tomatoes, olives and basil. Toss with olive oil and lemon, add feta and toss again. Season with salt and pepper. Serve warm or at room temperature.

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