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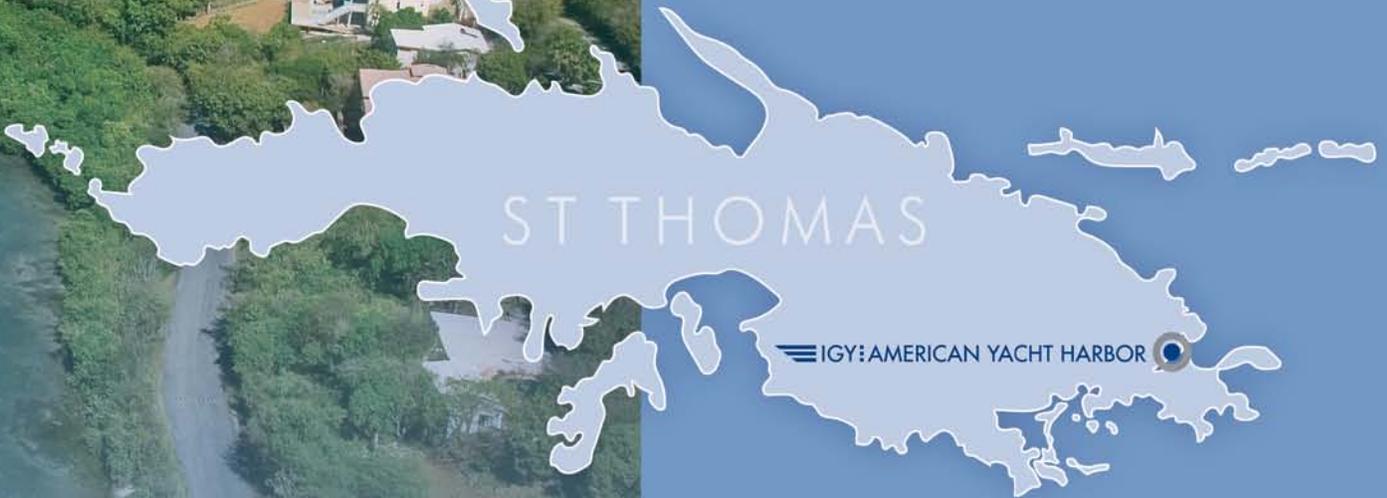
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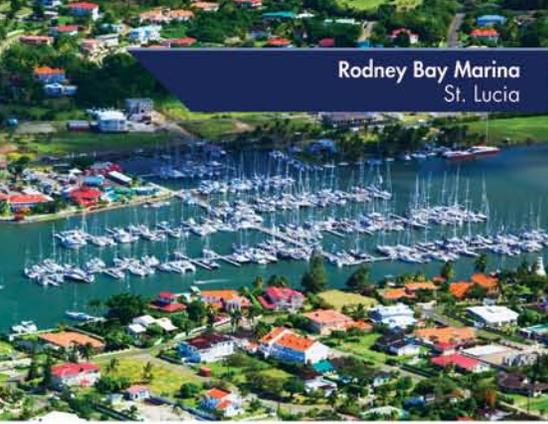
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HOLIDAYS AND AWNINGS

Christmas in the islands! It doesn't get better than that. Every island hosts its own unique Holiday celebrations and now's the time to plan where you want to be, what you want to see, and just how you intend to join in. To make your festive decisions easier, we have come up with a five page feature on Caribbean Nautical Holiday Happenings detailing many of the best places to ho-ho-ho and yo-ho-ho this festive season. You can find our detailed guide to holiday wassailing on page 58.



PHOTO COURTESY BEQUIA TOURISM ASSOCIATION

This summer was one of the hottest Caribbean summers I can remember and I've experienced quite a few. In our lovely part of the world, the Northern Leewards, rainfall was at a minimum and days, even weeks, went by with light winds or no winds at all. Living afloat through the summer in the tropics presents its own challenges when dealing with the heat. In our live-aboard days, high on our list of cooling devices was a canvas awning. This covered most of the deck so it was always in the shade. Setting the awning would drop the temperature in the cabins by many degrees and not only did it protect the boat from the sun, it also caused a wind tunnel effect so that whatever breeze there might be was funneled down the open hatches. The awning was also useful for catching rain water and it allowed us to keep the hatches open during a shower. One drawback with such a big awning is that it cuts down on the light below and if, like our boat, you have a hatch above your bunk, you can no longer see the stars from your bed at night. To work efficiently, and so as not to look like a bag of old washing flapping in the breeze, awnings must be strong, strong enough to be set up under great tension. Large awnings take time to rig and it's usually a two person job. That they take time to rig means they take quite a bit of time to take down and this almost cost us the boat while we were anchored off Powerboats in Trinidad one summer when a powerful squall came off the land. The squall instantly turned day to night, was heavy with rain and packing gale force winds on its leading edge. We were well anchored, but the large steel boat towards the front of the anchorage was not. When the wind hit, his anchor pulled free and he took off, beam on,

and we were right in his path. The horizontal rain cut visibility to zero but instinct told me he was coming. When the leading edge of the squall struck our awning it laid us on our beam ends. I had our ancient engine running within seconds, even though I had to remove part of the engine box and start it with a cranking handle. While I was cranking, my wife was trying to drop the awning. Releasing the halyard that attached to a three part bridle along its top edge to tension it only made things worse. Now, instead of being quite flat, it draped across the boom and filled like a spinnaker. The lashings holding it to the back stays aft and the shrouds forward hummed, the mast shook like a wet dog and I feared for the rig. I grabbed the large knife we kept in a sheath at the base of the mast and ran along the deck, slashing through the lashings as I went. Behind me my wife wrestled with the heaving wet canvas as it fell. At the bow, I readied to slip the anchors when as rapidly as it had built the wind eased, the rain cleared and I saw the steel boat tangled up with a large French ketch. Our experiences off Powerboats didn't stop us from setting the awning every time we anchored, but we did find a better way of releasing it in a squall.

See you on the water!

Gary E. Brown,
Editor



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The Caribbean's Waterfront Magazine



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COVER SHOT: Fireworks!
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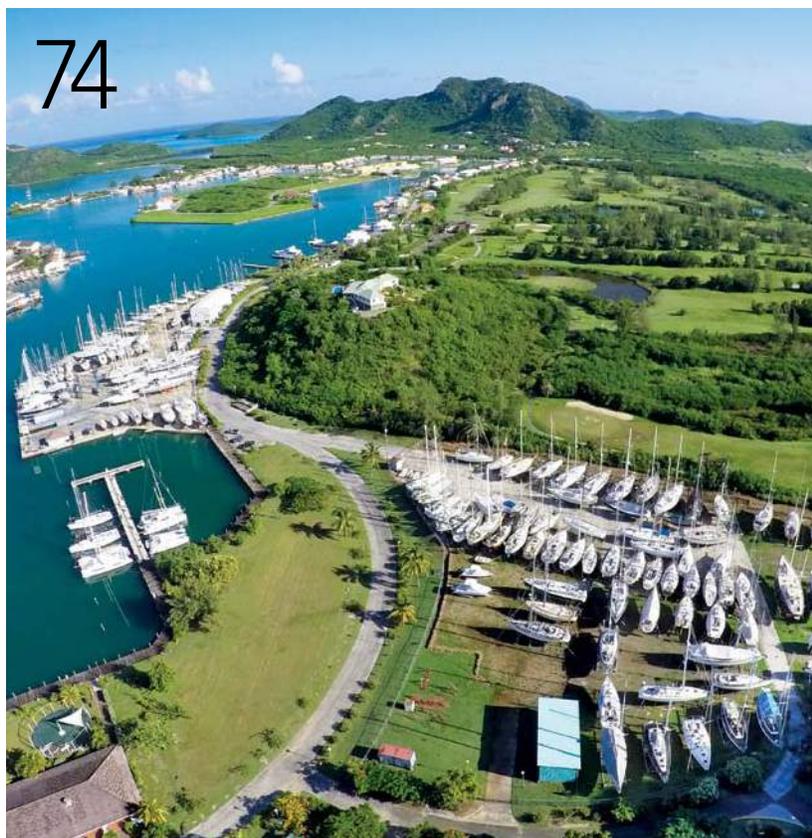
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All At Sea's Special Regatta Guide January to March 2017

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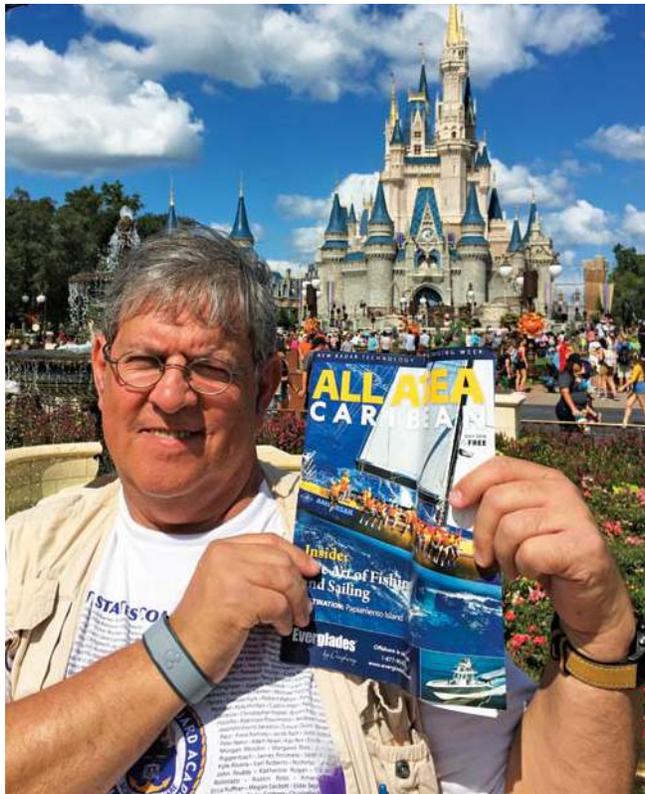


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WHERE IN THE WORLD?

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



ALL AT SEA AT THE MAGIC KINGDOM

All At Sea photographer Dean Barnes took time off from snapping sailing regattas and fishing tournaments to become the subject of a photo himself when he took *All At Sea* along on a family trip to Walt Disney World in Orlando, Florida. Barnes made sure to stay somewhat close to home by riding the Magic Kingdom's Pirates of the Caribbean attraction several times with *All At Sea* writer, Carol Bareuther!

Send us a high-resolution picture of you reading *All At Sea*, along with a description of when and where it was taken, and you may win a free subscription. We will select one winner a month. Please send images & your information to: **subscribe@allatsea.net** or mail to: **382 NE 191st Street #32381, Miami, Florida, 33179-3899.**



ISLAND EVENTS & INTERESTS

ALL AT SEA'S
Caribbean Coverage



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Design and Build
Fast Ferry



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2016 SIMSAF National
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Bonaire Sailing Regatta
and Festival



CARIBBEAN NEWS



PADF staff deliver clean water to families affected by Hurricane Matthew in Cavaillon, Haiti

WAITT INSTITUTE DONATES \$10,000 TO HURRICANE MATTHEW VICTIMS IN THE CARIBBEAN

The Waitt Institute, known for its work focused on sustainable ocean ecosystems, has added to the growing list of donors providing support to the people of the Caribbean region, particularly Haiti, as they work to recover from Hurricane Matthew. Funds from the Waitt Institute will be disbursed through the Panamerican Development Foundation (PADF) to provide safe drinking water, hygiene kits, and emergency shelter kits on the ground in Haiti.

The Waitt Institute works with small-island governments to develop and implement sustainable ocean policies. To date, three projects are underway in the Caribbean: Blue Halo Barbuda, Blue Halo Curaçao, and Blue Halo Montserrat.

“Our Caribbean Blue Halo initiatives in Barbuda, Montserrat and Curaçao escaped major impacts from Hurricane Matthew. Haiti was not so fortunate,” said Dr. Kathryn Mengerink, the Waitt Institute’s Executive Director. “By pooling funds from our existing projects, we are doing what we can to assist the Panamerican Development Foundation in getting supplies and aid to those Haitians devastated by the storm.”

PADF’s immediate response will target the hardest hit communities in southwest Haiti including Aquin, Saint Louis du Sud, Cavaillon, Cayes, Torbeck, Camp-Perrin, Maniche and Jérémie.



Surfskier Stuart Knaggs finishes the race

SINT MAARTEN SURFSKIER IMPRESSIVE AT DUTCH COAST RACE WORLD SERIES

The fourth annual Dutch Coast Race World Series 2016, held in Castricum aan Zee, the Netherlands in October attracted more than 100 participants from 18 countries. Sint Maarten was ably represented by veteran surfskier Stuart Knaggs (sponsored by Budget Marine) who participated in the masters2 category.

The race takes paddlers 19km race along the North Sea coast. Before the race, the sea was almost flat with a very light breeze from the east. This was not what was expected, but as the race was about to start the wind picked up and small whitecaps were in sight. Later in the race competitors had to battle choppy conditions caused by the wind blowing in the opposite direction to the tide.

For Knaggs, a surfski instructor, months of training and competition paid off and he finished an impressive third out of 21 in the Masters2 category.

EVENT CALENDAR

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

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This year the Dutch Coast Race World Series 2016 was combined with the Dutch National Surfski Race.

For full results visit: <https://results.cloudtimer.nl/dutch-coast-race.html>

ANTIGUA BERMUDA RACE GATHERS PACE

Over 40 yachts have expressed their interest in the Antigua Bermuda Race. Organized by the Royal Bermuda Yacht Club in association with Antigua Sailing Week, the inaugural race coincides with the finish of the 50th edition of Antigua Sailing Week and the 35th America's Cup event in Bermuda.

The event is open to yachts and multihulls with a minimum length of 40ft (12m) holding a valid IRC and/or CSA Rating Certificate or Superyacht rating. Dual scoring will be provided and a provision of a Motor Sailing Handicap will be overlaid for Cruiser Racers.

The Antigua Bermuda Race starts Friday May 12th 2017 and is supported by the Bermuda Tourism Authority and Goslings Rum.

For more information, visit: www.antiguabermuda.com

BONAIRE MARITIME FILM FESTIVAL

Mark the date for the Bonaire Maritime Film Festival, January 14 2017, 5:00-7:30pm at the Plaza Beach Resort Bonaire. This event is organized by the Bonaire Maritime Heritage Foundation as a fundraiser for the restoration of *Stormvogel*, the last of the sailing cargo ships of the ABC Islands. Films include *Stormvogel Rising*, a short about the boat's rebirth and *Vanishing Sail*, an award-winning documentary that focuses on traditional boatbuilding on Carriacou.

Tickets are \$20 and can be reserved at projectstormvogel@gmail.com

PARTS & POWER PARTICIPATES IN VOLVO PENTA TRAINING IN TORTOLA

Volvo North American Training Manager, Magnus Gedda, held training on the Volvo Penta D1 and D2 engines in Tortola, British Virgin Islands in October. Magnus spent one day with the BVI dealer Parts & Power, reviewing the Volvo Vodia tool and applications on the D4 and D6 engines. He then held two, two-day training sessions with 12 participants in both classes. The training was held at the Moorings Mariner Conference Room and lunch was catered on all four days.

Reaction to the class was overwhelmingly positive. Even though Parts & Power employees had worked with the engine for many years, they came away with knowledge about the engine they did not have before. They all commented that Magnus was not only very knowledgeable about the product, he also had a very good delivery technique ensuring everyone understood all the subject material.

Magnus Gedda, a Swedish native, has worked for Volvo for over 11 years. He has been involved with all aspects of the business, from design to manufacturing, after-market support and even writing technical manuals. He eventually moved into Training, starting out with Industrial engines and moving into Marine engines. Magnus has recently been promoted to Training Manager for North America. His wealth of experience with the Volvo product makes him uniquely qualified for the position. He said of the course, "Volvo North America has set the goal to make Volvo Penta the best serviced Marine Engine in the Caribbean. When we hear of cases where there are a large number of technicians needing more information on the product, it is our intention to do whatever we can to get them properly trained."

BUDGET MARINE INTRODUCES ECO-FRIENDLY, REUSABLE SHOPPING BAGS

With the distribution of these attractive, eco-friendly, re-usable shopping bags in its locations Caribbean wide, Budget Marine say they have taken a small, but important step towards protecting the marine environment.

Antigua's bold lead in banning the importation and use of all plastic bags, except for those used for garbage collection and disposal, provided the impetus for designing and distributing these bags, not only in Antigua, but also to Budget Marine's 13 Caribbean stores including Aruba, which recently followed Antigua's lead in banning one-time use plastic bags.

The powerful sailing image displayed on both sides of the new bags was shot by photographer Jean Jarreau, and shows the super maxi *Team Comanche* in all its racing splendor.



Louisa Norris, general manager, and Albert Thomas of Budget Marine Antigua



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YACHT CLUB NEWS



NEW SAILING CENTER OPENS AT ST. THOMAS YACHT CLUB

Like to sail or want to learn? Come to the first Open House of the St. Thomas Yacht Club's (STYC) new Sailing Center on December 11, from 1 to 5pm. The Sailing Center introduces a unique platform that features greater access to sailing than typically expected at a private yacht club for those who live locally as well as those who visit from abroad, beginners or seasoned racers alike.

"We hope to host hundreds of people at our Open House to expose the public as well as current STYC members to new opportunities for sailing at the Club," invites organizer Chris Rosenberg.

The St. Thomas Yacht Club Sailing Center, located adjacent to the clubhouse on Cowpet Bay, St. Thomas, is currently equipped with seven IC24s and five Hobie Waves. On the heels of STYC's successful junior sailing program, the Center's programs will be for adults and include sailing instruction, boat access, racing opportunities and seminars. For example, training courses include everything from Learn to Sail to Racing Clinics. Boat access means club members can have nearly unlimited access to the Center's fleet for a flat annual fee. Center hosted regattas include monthly series where sailors



of all skill levels can race. In addition, the Center is partnering with North Sails University to bring in professional coaches for race instruction in the winter.

The Sailing Center is headed by Dave Franzel, a competitive racer and professional coach who founded the Boston Sailing Center, a business he owned and operated for 30 years. BSC, under Franzel's tenure, grew to become one of the largest and most successful Sailing School/Sailing Clubs in the US.

Of the Open House on December 11, Franzel says, "We will be offering free sailboat rides and refreshments along with discounts and information on our courses, boat access and racing programs. No reservations are required, just come to the STYC and check it out."

For more information, visit: www.styc.club/sailing-center.html 

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RETRACTABLE NAVIGATION LIGHTS ENHANCE DECK SAFETY

Although essential for safe operation at night, navigation lights can sometimes represent hazards when they're not being used. Protruding housings can stub unsuspecting toes, or even lead to a trip and fall. Pop-Up® navigation lights from Accon Marine recess into the deck when not needed, preserving the boat's clean lines while enhancing occupant safety.

Made from marine-grade 316 stainless steel, the 205-M Port Light, 206-M Starboard Light and 207-M Side Lights each feature a fully retractable design that leaves the deck flush when not in use. USCG-approved to 1 nautical mile, the lights meet the 72 Colregs protocol and are NMMA type-accepted. Each uses a compact #78 bulb that yields brilliant illumination from a streamlined and stylish housing.

Each light in the series is supplied with a cut-out template and fastens into place with three #10 screws (not included). An installation video is available on YouTube: bit.ly/2e4F0DE

www.acconmarine.com



Accon Marine's 205 Port (top left), 206 Starboard and 207 Side Pop-Up Lights

LIGHT, STRONG EXHAUST TUBE PROVIDES LASTING DURABILITY

For maximum horsepower, performance-oriented boat owners and builders optimize every aspect of their exhaust systems. Top-quality fiberglass tubing from Marine Exhaust Systems provides the gas flow that these vessels need to excel on the water.

Each section of tubing is engineered using multiple layers of hand-laid, biaxial strand fiberglass and encapsulated with an epoxy vinyl ester resin in a 60:40 ratio. This

proportion makes Marine Exhaust Systems' tubes highly resilient with a strong elasticity and shatter-resistant. Unlike resin-heavy filament-wound varieties, this formula provides a lighter and thinner wall, with the durability needed for maximum clamping strength.

They are fire- and chemical-resistant and have a much higher temperature tolerance—up to 250°F—than polyester tubing. The resin doesn't absorb water, and the design won't seep fluid through the tube wall, as is common in filament-wound fabrication.

Exacting diameter tolerances ensure tight mating with other exhaust system elements.

Available in up to 10ft lengths and diameters of 6in–20in, sections come as easily-cut raw materials or as drop-in finished parts from the company's custom lamination department. www.marine-exhaust.com



SUZUKI'S SECOND GENERATION DF6A OUTBOARD AVAILABLE IN CARIBBEAN

Suzuki del Caribe will now distribute the new second generation DF6A. This portable, quiet and easy to handle outboard is the lightest 4 stroke in its horsepower class on the market today. The outboard will be available in the region early 2017.

"The compact design and weight of only 51.8 lbs. will surely make the DF6A very popular with the boaters," said Erving Rosario, sales and marketing manager for Suzuki Del Caribe.

The new lightweight DF6A has been redesigned with a larger and more ergonomic integrated carrying handle, making it easy to mount on the transom of a dinghy or inflatable boat. Its Offset Crankshaft engine design allows the pistons to move smoothly and efficiently to reduce vibration and improve fuel efficiency.

The outboard also features a new tiller handle, which transmits fewer vibrations to the user; a gravity-fed fuel delivery system that eliminates the need to prime the fuel line before starting, even after storage; and an exclusive forced lubrication system adds an additional oil passage to the upper and lower crankshaft for cooler, more dependable operation.

The DF6A can be purchased through any of the Suzuki Marine dealers around the Caribbean. www.suzukipr.com



OVERSIZED BOATING CLOTHES PINS KEEP HEAVY ITEMS IN PLACE

Too often, boat owners find towels and other laundry hung out to dry in a wet heap on deck, or worse, missing altogether. Standard, home-sized laundry pins aren't up to the task, especially on a windy day. Bernard Engraving's Sea Snap, however, is strong and oversized to handle the heaviest of items. And now, it comes in five vibrant colors.

Made from thick, durable plastic, Sea Snap won't rust and discolor fabrics. Large teeth provide ample gripping power and at six inch long and three-quarter inch wide, Sea Snap is robust enough to hold tight, even in a stiff sea breeze. A wide hook on the end allows it to be hung on everything from a lifeline to a 1-1/4" rail. New red and dark navy blue colors complement existing yellow, clear, and teal hues.

The Sea Snap isn't just for use on deck. Inside a boat, they're perfect for organizing all kinds of equipment, from cables and wires to wet foul weather gear. www.bereng.com





MULTI-MUSINGS BY A MONO-MARAN KIND OF GUY

SAILING HUMOR BY CAP'N FATTY GOODLANDER



Trimaran *Alien* in St Croix with Jody Colbert, Scooter Mejia, Scottish Katie, and Joe Colpitt

My father and I used to walk the docks in the mid-1950s as both entertainment and education. We'd pay particular attention to the construction details of the cruising catamarans. Each time one would sail into the harbor, we'd row over and look for the rippling or cracks. We were seldom disappointed. Most large cats in those days had obvious structural problems where the amas joined the akas.

Enter Jed Clampett of the *Beverly Hillbillies*—or, at least the actor Buddy Ebsen who played him. Ebsen was an avid yachting and ocean racer who took it upon himself to promote the 'Polynesian concept' of lashed-together, super-flexible catamarans. My father was intrigued with this 'decoupling' concept, as was I when I later sailed aboard the Gougeon brothers' *Adrenalin* with her pivoting amas.

Another early 'multi-freak' influence was Hobie Alter, who delighted in rudely sailing circles around boats costing millions

more. Of course, I swooned at designer Jim Brown's cruising 'light is right' philosophy—even while simultaneously constructing a heavy displacement ketch in the '70s. Then Dick Newick (watched by Roger Hatfield later of Gold Coast Yachts) started smearing glue on St. Croix—and another 'multi-dude' thrilled me.

Still later designer Ed Dubois—yes, of mega-yacht fame—and I had many conversations about the design parameters of his 40-foot tri *Full Pelt*.

Even worse, I fell under the spell of Joe Colpitt and started racing internationally on a succession of his 'hot' trimarans, *Transient*, *Alien*, and *Virgin Fire*. We carried off the top Caribbean prize—the Heineken Multihull Trophy—a couple of times while I was navi-guesser aboard.

I've sailed many thousands of offshore miles on multihulls while racing, cruising, and chartering.

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THE CARIBBEAN'S
LEADING CHANDLERY

The point is—I've been watching multihulls and cruising catamarans progress for almost all of my 64 years. I consider myself pro-multihull. And, if Steven Spielberg ever buys the film rights to one of my books, I'm going to dash out to buy a Catana C62 or a Fountaine Pajot Ipanema 58.

... no, I'm not holding my breath!

The reasons why multihulls are currently so popular are obvious—mega-room for the family, speed, deck space, entertaining room, cabin privacy, etc.

Two advantages of a multihull that are particularly important to me are their relatively shallow draft and the fact that they barely roll in a cross swell. This opens up millions of square miles of anchorages that are off-limits to my current Amphitrite 43.

"Oh, my GOD!" shouted one of my old cruising buddies after hearing me muse on the above, "Don't tell me that Cap'n Fatty has heard the *Call of the Cat!*"

Not quite. But I *have* repeatedly been hearing a comment that worries me. Relatively new cruising sailors come up to me and say, "Well, I'm not like you, Fatty. I don't have a lot of offshore experience. Plus, I've got a growing family. And, well, their safety is my top priority. So, naturally, I purchased a SuperWide 55 Cattleman with the SuperTall flying bridge option ..."

Here's my two-cents: multihulls are not, per se, easier or safer to sail offshore than monohulls. Both are waterborne craft that require a certain level of seamanship to safely transit oceans aboard—especially with a family.

Please note: I am not saying that modern catamarans are not seaworthy—only that all vessels have pluses and minuses, including catamarans. There's nothing magical about a modern cruising cat—all boats are variations on a theme.

For my wife Carolyn and me, the ability to easily (and forgivingly) heave-to is a big plus. Many multihulls—especially those without centerboards—do not heave-to well. This is a major drawback for us, especially when the seas build to the point they are slapping the wing. But everything is a compromise. On the positive side, many cats like the Pajot and the Catana have JSD (Jordan Series Drogue) pads aft on their inner hulls by the aka—and are extremely well mannered upon JSD deployment.

See what I mean about pluses and minuses?

The ability to reef under any-and-all conditions is the bedrock skill of the offshore sailor. Which would you personally rather

reef—a boom that is chest-high or one which requires oxygen and a stepladder?

While I used to walk the docks with my father, I now stroll international shipyards with Carolyn.

We almost never see a monohull's rudder or prop driven into and through its hull—but it is quite common for cats that drag on the beach to lose watertight integrity by having their outdrives and rudders punched up in this manner.

Obviously, the rigs of multihulls have to be made extremely strong. This costs money—both initially, and ultimately—to maintain rig-strength to the required standard.

When a mono-maran (what multihullers call lead-mine boats) experiences a gust, it heels and relieves some of the load. If the gust increases, a monohull heels even further.

Not so, a cruising cat. It must stand up to the load or flip.

This is why experienced *monohull* sailors reef for the average wind, while experienced *multihull* sailors reef for the highest gust.

Very few monohulls are jokingly named *This Side Up!*

The last time we sailed down to NZ we had relatively good weather—which ain't saying much. There's a bit-o-breeze down there. Approximately 120 other cruising vessels made the same passage that year. Some of these vessels were pretty beat-up—as well-used, hard-sailed circumnavigating vessels tend to be. Three of the 120 dismasted. Each was a newish luxury catamaran.

Was it the boat's fault or the skipper's fault? I don't know. The point I'm trying to make is that we all must learn to

sail our boats—and that each design concept is different. However, the sea is the same. She is a harsh mistress. If you don't obey her rules, she drowns you. This is nothing new. All boats are compromises.

You don't have to glance through the pages of this magazine to know that many catamaran companies are doing a superb job of answering the needs of their customers—as they should be.

But, as the title of this magazine suggests, cruising is as much about lifestyle as sailing. Maintenance costs both time and money. Which do you think will be more economical to repair and maintain—one diesel or two?

Should things like this be considered before selling everything you own and completely changing your life?

I think so.

In the ultimate storm which would you prefer to hide behind—a thick, stout, heavily-laid-up bulkhead or a sliding glass door?

... your choice.

Here is the truth of it—a skipper/owner has to accept responsibility for *everything* in relation to his craft. By buying it, he owns it—not just in the sense of ownership but also in the sense of offshore responsibility and approval. There are popular catamarans that are perfect to live on, perfect to entertain on, perfect to gunkhole aboard; perfect to go coastal, inter-island, and offshore cruising aboard—but they are not necessarily the same vessel.

Only the buyer can buy a seaworthy craft. He's the one with options. The only option for the builder is to build a boat that sells—or go out of business.

The problem would be simple if we could just throw money at it. Many inexperienced sailors think this is possible. Two of them (one a Silicon Valley millionaire just getting into – and quickly out of – cruising) decided to spare no expense because their families deserved the best. They had brand-new high tech cats built for them *and* hired respected, competent USCG-licensed captains on their maiden offshore passage. Yet both 'never reached' the Caribbean (as they say in the West Indies) because they were abandoned in mid-maiden-passage.

Interesting.

On more than one occasion I've been criticized for mentioning the downsides of various cruising designs on the premise

MULTIHULLS ABANDONED

Ed – Much has been written about the two multihulls that were abandoned on their maiden voyages as mentioned in this article. Both incidents are well documented. These websites fill in some of the details, but there are lots more:

www.spinsheet.com/gunboat-55-rainmaker-dismasted-rescue-updates

www.wavetrain.net/news-a-views/588-abandoning-be-good-too-the-builder-responds

January 21-24
2017

that it is bad for the struggling marine industry. Maybe. But the dot.com millionaire who watched his loved ones being dangerously winched up to that waiting USCG helo above might have gone on to buy many *more* boats over the course of his life, *if* he'd have managed to complete his maiden, multi-million dollar voyage without major mishap.

Perhaps I'm old fashioned in this regard, but I feel properly handled boats costing more than, say, \$500,000 should be able to return to the dock under their own power at least once.

Is that too much to ask?

Of course, we all know that poop-happens—even to monohulls. For example, the Oyster 825 *Polina Star III* just spit off her keel and sank off Alicante, Spain, on July 3rd 2015. Nobody can blame that on having an additional hull or two.

The point is—we, as customers, have to be aware of what happens to these 'flash' boats after they are launched. That is part of the job of a free press—and part of my job as well.

This is why we call 'em boat tests, not advertorials.

I, personally, don't want to go offshore on a monohull that has its keel attached by Velcro. Ditto, aboard a multihull with its rig attached in the same manner.

This is only logical.

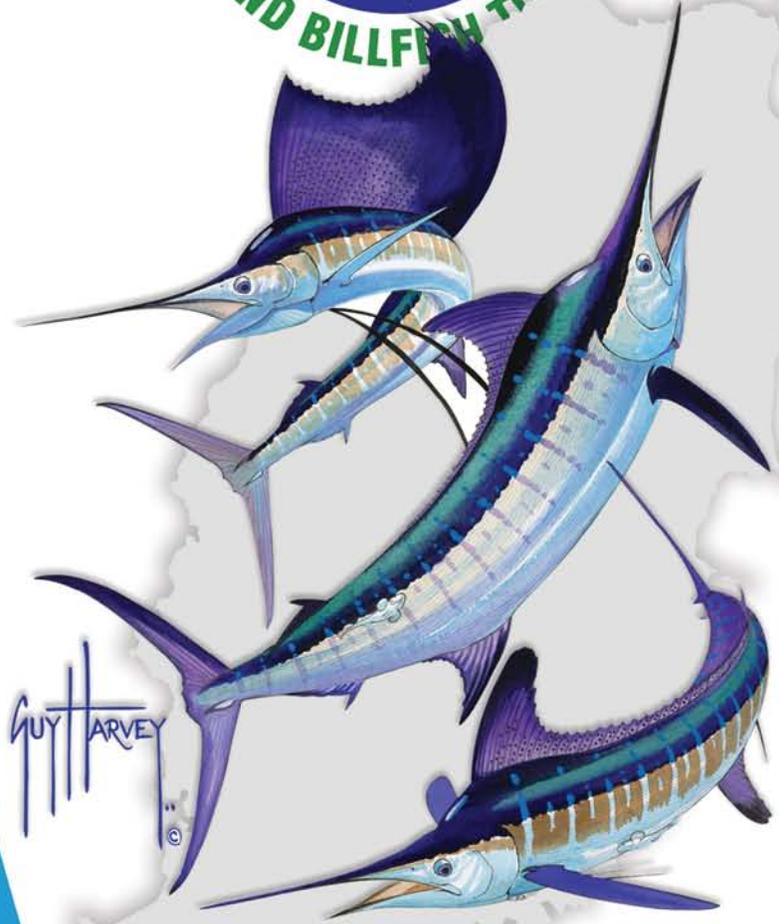
The bottom line question is this: Are there 50-foot monohulls built today that I won't go offshore in? You are darn-toot'n there are! Are there 50-foot multihulls that fall into the same category? Yes, most def.

There's nothing intrinsically *safer* about modern fiberglass production multihulls—especially ones that make your ears pop as you climb up to their flying bridge. They, too, require a certain level of seamanship to operate safely—just like their monohull counterparts.

Editor's Note: Once again, Carolyn and Fatty are crossing the Indian Ocean—on one measly hull. 

Cap'n Fatty Goodlander and his wife Carolyn are currently on their third circumnavigation. Fatty is the author of *Chasing the Horizon* and numerous other marine books. His latest, *Storm Proofing your Boat, Gear, and Crew*, is out now. Visit: fatty-goodlander.com

www.budgetmarine.com



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SAILING WITH CHARLIE: A VERY MERRY YACHTIE CHRISTMAS

SAILING HUMOR BY JULIAN PUTLEY
GRAPHICS BY ANOUK SYLVESTRE



It's that time of year again where celebrations are in the air. Charlie's not particularly religious but he was brought up saying Happy Christmas to people, so please be tolerant if he doesn't say Happy Holidays; it's a time for togetherness not divisiveness. The thing is that we all need a time where celebration of life should be paramount and there's no better time than the various religious holidays in or around December: Christmas, Hanukkah, Kwanzaa, etc. Nearly all faiths have a tradition of giving at this time and giving is the very essence of happiness; 'the more you give, the more you get' is the oft quoted phrase and there can be no doubt of its wisdom.

Charlie just loves Santa Claus. He epitomizes the act of giving by carrying a sack of toys on his back, riding by sleigh to all the families in the world, and distributing presents to children everywhere from Christmas Eve to Christmas morning – Wow! Something biblical about that. Of course he expects to be nourished for his efforts, so a mince pie and a glass of eggnog can be offered as a thank you.

Cooking, eating and sharing are all fundamental parts of Christmas but boaters sometimes have a hard time cooking a feast on a small two burner stove. Everything has to be done

in stages, often days in advance. Christmas pudding, roast turkey, baked ham, and mince pies – it's all pretty challenging and small yachts don't always lend themselves to large crowds. So what's the answer - a Christmas beach party under the palms, toes in the sand with every yachtie in the anchorage providing a dish or two and a bottle. In Grenada a few years ago Charlie, who just happened to be passing through, was told of a pot luck dinner that was being organized and ... guess what? Three trays of brownies arrived at the beach with a special ingredient 'pot for lucky boaters' as one starry-eyed sailor described them. One Christmas Charlie's significant other complained of all that cholesterol in the turkey and the rich gravy. "Why don't we do a vegetarian dinner?" Charlie responded with his usual answer, "You are what you eat ... Who wants to be a vegetable?"

Without hesitation she replied "OK, Turkey, have it your way."

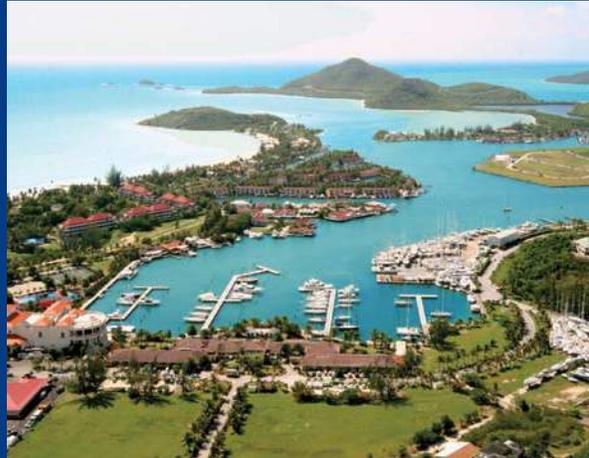
Charlie, who just happened to be passing through, was told of a pot luck dinner that was being organized and ... guess what? Three trays of brownies arrived at the beach with a special ingredient 'pot for lucky boaters' as one starry-eyed sailor described them.

Sharing is not only about food, of course. Many yachties are often short of cash but giving could entail something homemade like a special painting on a piece of driftwood, a piece of jewelry; a necklace made from sea glass, perhaps a hat woven from a palm frond, or even an engraved calabash bowl. It may not entail a material anything but maybe a beach clean-up or a day sail for land bound kids. It's all about the energy and spirit of selflessness. Charlie used to think it was about giving his body to the pretty girl on the next boat – but the above mentioned significant other has warned him about that idea. Now, after a satisfying dinner and a cerebral brownie he's going to just lay back on the sand, watch the sky and let his mind wander back to all the Christmas's past.

Happy Christmas everyone and a Rollicking Boxing Day! 🍷

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

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FAIR PROSPECT WINS PORT ANTONIO BILLFISH TOURNAMENT

FISHING BY ALL AT SEA FISHING CORRESPONDENT CAROL M. BAREUTHER



The Red Stripe winning Team, Fair Prospect

Well-oiled teamwork and a little help from above earned the team aboard the 52ft Tiara, *Fair Prospect*, the Top Boat prize in the 53rd Port Antonio International Marlin Tournament, in Jamaica. The blow-through of Hurricane Matthew shortened the event from four days to three. But the storm didn't dampen the fun and exciting last minute action that shot the *Fair Prospect* team straight up to the top of the scoreboard.

"The first day was uneventful for us as far as billfish went, but we did catch several mahi, wahoo and a few barracuda," says David Moss, *Fair Prospect's* owner and angler.

Another team that also went billfish-less on the tournament's first day was *Safe Passage*. The team aboard the 62ft Viking, owned and angled by Chris Berry with Jamaican Olympic sprinter, Yohan Blake, aboard as an angler, eventually finished



Second place overall, Safe Passage

second overall to *Fair Prospect*. It was a slow day for all tournament boats. In fact, only three blue marlin were released by the whole fleet. Luck changed the second day when anglers aboard both *Fair Prospect* and *Safe Passage* caught and released two billfish apiece.

"We had invited two priests from the local church along and things improved. We had a strike in a couple of hours and later another. We were elated and wanted to invite all the priests out for the last day, but it was a Sunday and they couldn't come," says *Fair Prospect's* Moss.

Meanwhile, *Safe Passage* angler Mark Berry released a blue just after 08.00, while fellow angler Andrew Wilkinson did the same less than three hours later. At the end of the second day, five boats had scored two blue marlin. *Safe Passage* led on time. The next day, the boat continued as front runner well into the afternoon. That was until Moss and fellow *Fair Prospect* angler Raymond Silvera hooked up a double header.

"We had headed to the Henry Holmes Bank about 25 miles northwest of Port Antonio hoping for a third blue marlin or if not at least some eating fish. Nada. After several hours, we turned down sea and headed home keeping alert because mid-way there is a contour where we had had hookups in previous years," explains Moss.

Bingo! The shotgun line screamed and as Moss reached the chair to fight his marlin the port outrigger snapped out and Silvera put on a belt and shoulder harness to reel in his half of the double header. Silvera was lucky; his fish stayed on the surface. Moss's, however, sounded into the ocean's depths on the other side of the boat, so he reduced drag and Silvera did a limbo move under Moss's line so both men could continue their fights. It wasn't long before the line on Moss's spool reduced radically as the fish continued to dive. At the same time, Silvera was in the process of catching and releasing his marlin. This made it tricky for Capt. Joe Matalon who had to balance going forward to keep pressure on Silvera's fish while monitoring the available line left on Moss's spool in case he had to reverse. In the end, it all worked out. Both marlin were successfully caught and *Fair Prospect* won the Top Boat prize with four blue marlin releases.

Berry on *Safe Passage* attributed his team's great runner up performance to preparation, teamwork and a good dose of luck.

"There are many things to like about this tournament," says Berry. "Port Antonio is a beautiful place. We have been fishing with the same friends for many years. It's quite a treat to fish with them as well as make new friends like Andrew who caught one of our marlin. Lastly, even though the tournament is a competitive sport, I naturally enjoy being out at sea fishing. It's relaxing and calming."

In total, 54 anglers representing Jamaica, Trinidad & Tobago, Canada and the Netherlands aboard 17 boats released a total of 17 blue marlin. 

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FLORIDA'S AUSPICIOUS WINS DOMINICAN BILLFISH TRIPLE-HEADER SERIES

FISHING



In what became a single day shootout due to the threat of Hurricane Matthew, Florida's *Auspicious* held on during the third and final leg of the 2016 Dominican Billfish Triple-Header Tournament to emerge as the series' winners.

The series began in April with the Casa de Campo International Blue Marlin Classic (won by *Auspicious*), continued in Cap Cana at the 22nd annual International Billfish Shootout, and came to a close with the Cap Cana Classic tournament on October 2nd.

"Our entire team, anglers, Captain Danny Lombardo and mates did a fantastic job staying focused on the business at hand during each of the legs and it ultimately paid off," explained a very happy Joe Rahman, owner of the 74ft Viking, *Auspicious*.

Auspicious lead the five participating boats after the first leg but was strongly challenged during the second leg by another

Florida boat, *Black Gold*, as well as Venezuela's *Amazing Grace*, thus setting the stage for an exciting series finish. The three top boats, however, scored exactly the same amount of points on the third and final leg resulting in no change in the standings and a series win for *Auspicious*.

Auspicious' name will be added to the series' perpetual trophy, an original design by famed Dominican Master Metal Sculptor 'El Artístico' Jose Ignacio Morales, and will reside at Marina Cap Cana for six months of the year and spend the other six months at Marina Casa the Campo.

FINAL 2016 SERIES STANDINGS

1st <i>Auspicious</i>7,180	4th <i>Sea Wish</i>820
2nd <i>Black Gold</i>6,570	5th <i>Lady Lola</i>820
3rd <i>Amazing Grace</i> .3,300	6th <i>Shark Byte</i>410



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FISHING BY ALL AT SEA FISHING CORRESPONDENT CAROL M. BAREUTHER



Team Crab Hole Liquors –
Cook-off Competition winners

Knowing where to go and how to fish proved the secret to success for two teams at the Francis Nunes Jr. Memorial Tournament and Seafood Festival, hosted by the Antigua & Barbuda Sports Fishing Club in September. Sean MacMillan and his fellow fishermen aboard the 23ft Manta, *Les Go*, earned Champion Boat both overall and in the under 25ft category. What's more, Greg Marcano and his two sons angling off Jason Belizaire's 25ft Boston Whaler, *Pazit II*, took home four top angler prizes. It was definitely a day of not only fishing, but catching, especially for the *Les Go* and *Pazit II* teams.

"We started fishing the Nevis Bank, some call it the Barbuda Bank, over 50 miles northwest of English Harbour," tells *Les Go*'s MacMillan. "We had our first wahoo onboard by 11am.

Then, we left to go to fishing grounds called 'The Ranch'. There, we caught a wahoo and a kingfish. Since much of the day we were out of radio range, we had no idea how close we were to winning until after we got back to the dock."

Come weigh-in, *Les Go* beat *Pazit II* to Champion Boat by less than seven pounds with a total weight of fish caught of 119.8 versus 113.0lb, respectively. This marks the second time since the tournament started in 2009 that *Les Go* won, making them the only team in the event's history to triumph twice.

"The secret to our success was the type of trolling we do; it's high-speed. Only one other team, *Pazit II*, also high-speed trolls and we both did well in this tournament," says MacMillan.

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Boat 25ft & Under

Meanwhile, *Pazit II's* Marcano family started their day fishing the waters of The Ranch.

"We got our first strike within the first hour," says the senior Marcano. "Jayden (10) jumped straight up, grabbed onto the reel and struggled, but managed to get his wahoo to the boat. He was so overjoyed. To see him catch a fish in his first tournament was a proud moment for me."

This earned the ten-year-old fisherman the honor of Youngest Tournament Angler to catch a fish.

Next, 15-year-old Justin Marcano hooked up and reeled in a 39lb wahoo. It was a catch that landed him the Largest Fish by a Junior Angler and Largest Wahoo prizes. Then, it was Marcano senior's turn. Usually the bait and gaff man, he instead grabbed the rod on the next strike and boated a 29.8lb wahoo, earning him Largest Fish for a (adult) Male Angler.

In total, 101 anglers on 23 boats caught 19 wahoo, three kingfish,

five tuna and two mahi-mahi, collectively weighing over 400lb.

On shore, the competition continued at the Fisherman's Cook-Off, a new addition to the tournament's Seafood festival. Eight, four-person teams had 30 minutes to make a fire in a traditional clay coal-pot, while at the same time season and cook a portion of wahoo caught fresh that day. Needless to say, the fire-making efforts varied from team to team and provided the crowd with some great entertainment. In the end, the judges awarded the top culinary prize to Team Crab Hole Liquors.

"The Antigua & Barbuda Sports Fishing Club once again delivered a great event for both onlookers as well as anglers," says organizer Robert Hall.

For full results, visit: www.antiguabarbudasportsfishing.com

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

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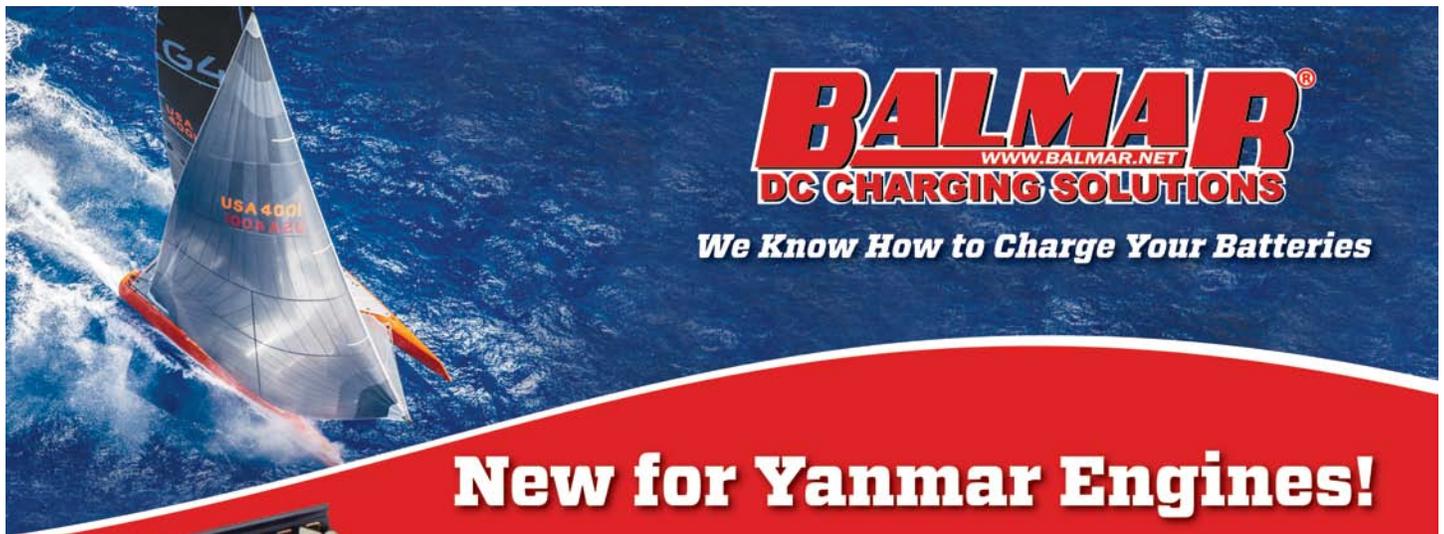
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OCEAN LANDFILLS AND TRASH SOUP

ENVIRONMENT BY DEVI SHARP



PHOTO: CLAUDIA RESHETILOFF WWW.HEALTHTHATFITS.COM

Much of the ocean trash washes ashore before it returns to sea and further degrades into tiny bits.

Trash transported from poorly managed terrestrial landfills and from rivers, trash liberated by tsunamis and garbage tossed out at sea; fishing nets, buoys and spilled cargo containers are filling the oceans at an alarming rate. Huge areas of many of the oceans on planet earth have become trash soup. The main ingredient of the trash soup is plastic and chemical sludge. Plastics do not bio-

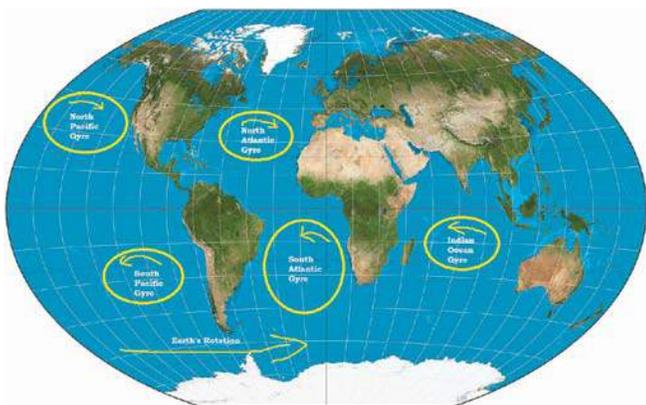
degrade, at best they photodegrade, breaking down in the sun and surf into minute pieces. It is estimated that a plastic water bottle will take 450 years and a Styrofoam cup will take 50 years to disappear.

Organic toxins such as PCBs, PBDEs, and PAHs can adhere to plastics and bio accumulate (concentrate as they move up

the food chain). A source of plastic pollution that you probably never thought of is microbeads – the tiny colorful, plastic beads found in face and body scrubs and toothpaste. Microbeads are composed of a variety of plastics that absorb persistent organic pollutants and other industrial chemicals. Microbeads look like fish eggs and are ingested by fish and the toxins move up the food chain. Sea turtles, especially leatherbacks, eat plastic bags mistaking them for jellyfish. Researchers have found an alarming amount of plastic in the guts of many seabirds and birds like albatross are especially vulnerable because they skim the surface for food. Necropsies of birds have found plastic bags, fishing line, bits of plastic, and fibers from clothing and nylon rope.

Ocean currents flow in complex patterns affected by wind, water density, salinity, solar heating of the waters near the equator, topography of the ocean floor and the rotation of the earth. These currents create large scale eddies called gyres. There are five major gyres: North Pacific, South Pacific, North Atlantic, South Atlantic and Indian Ocean. The gyres concentrate the trash. I have read that the trash has concentrated into huge mats or islands, but this is not the case. The tiny bits of plastic make a soup peppered with plastic bits and oil sludge. The gyres are impossible to map because, in places the plastic soup is nearly invisible. Scientists believe the density of plastics in some gyres is up to 580,000 pieces per km².

Everyone who studies ocean trash agrees that it is a problem of huge and global importance, but the solution is far from clear. The issues that make a solution very difficult are the size of the problem – huge, and the size of the particles – tiny. A typical sample of ocean plastic includes a large amount of microscopic plankton and other organisms that are important to the ocean ecosystem, so just removing the bits of plastic would remove a considerable amount of plankton.



There are five major gyres: North Pacific, South Pacific, North Atlantic, South Atlantic and Indian Ocean. The gyres concentrate the trash.

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The Ocean Clean Up Project proposes to erect a barrier and let currents collect the plastic.

PHOTO COURTESY OF OCEAN CLEAN UP PROJECT

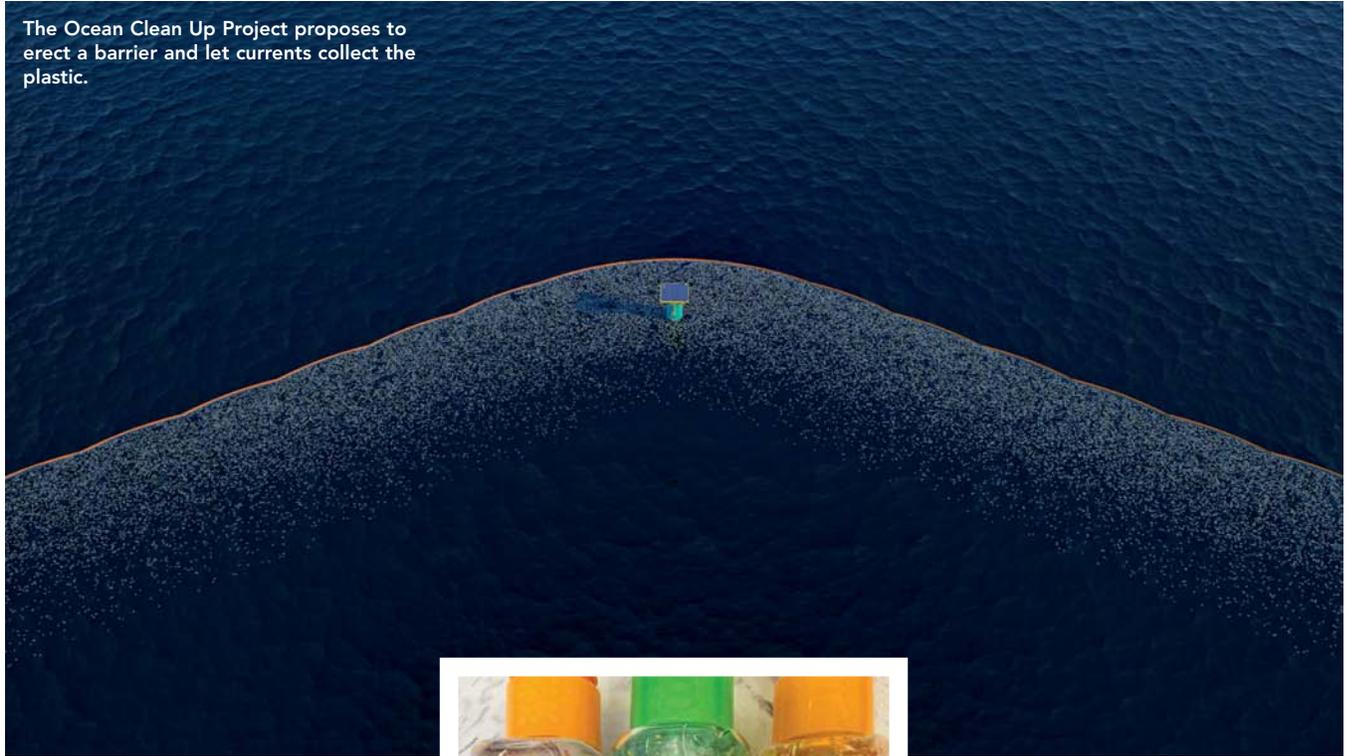


PHOTO: DEVI SHARP

Microbeads, found in many cosmetic products, including face wash and toothpaste do not degrade, concentrate toxic chemicals, and look like fish eggs to some fish.

There are several proposed techniques for trash removal. The Ocean Cleanup Project proposes to erect a large angled barrier attached to the ocean floor in the areas of densest garbage accumulation. Ocean currents would passively push the plastic into a collection zone. The Seabin Project deploys a mobile open bucket with a filter that collects trash and the filter can be removed and the debris emptied. This technique would be best for local cleanup. The Bay Debris Sweeper looks like a barge with wings that capture ocean debris. Clearly there are many details to work out with all of these ideas. What will be done with all of the plastic bits?

Even if we stopped discarding plastic today we still have millions of hectares of plastic in the sea. Clearly, this is a global problem, but we all need to do what we can to be part of the solution. First and foremost use less plastic and when you do use plastic keep it out of the sea. Use refillable water containers, bring re-useable tote bags to market and find more sustainable solutions to every day plastic refuse. Stop using products with microbeads. Recycle plastic when you can, but remember that it is not a real solution. Recycling plastic is an

overall energy drain. The plastics are sorted, chopped into small pieces, cleaned, melted and compressed into nurdles. The nurdles are turned into plastic products, but never into the original products such as water bottles. Recycled plastic bags with added sawdust are used for plastic lumber, but this process is expensive and energy intensive. Reuse, Recycle and Refuse plastic. ♻️

Devi Sharp is a retired wildlife biologist who spent eight years cruising the Caribbean with her husband Hunter on their sailboat, Arctic Tern. Devi and Hunter are now living on dirt in Western North Carolina.

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Now where was that signal?

Nowadays a broadband connection at home is standard for almost everyone in the Western world. Smartphones enable people to be online wherever they are all day long to inform Facebook friends about everything they are doing, Google for information, or upload and download huge files in a jiffy. By comparison, cruisers live in the Dark Ages of Communication.

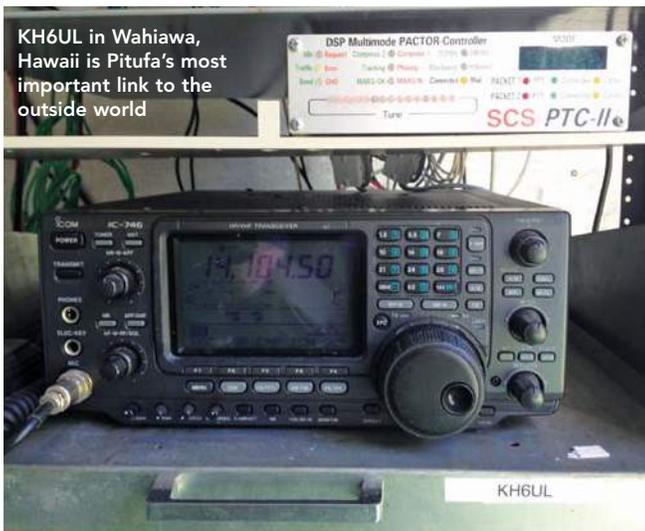
Almost every yacht has a VHF radio for emergencies ("Big Ship, we're on a collision course!"); to communicate with officials, listen to weather reports and warnings, and chat with fellow cruisers, however, the range of VHF signals is limited to a few miles. Near shore mobile networks are available for phone calls or to access the Internet with a 3G modem, and it's advisable to get a local SIM card when staying in one country for any length of time. Away from cities, 3G quickly turns into 2G and with this meager data rate surfing the web feels more like floating ... desperate cruisers position their laptops on the Bimini

and we've even spotted cruisers in dinghies with their laptop held up high in search of the elusive www. A bad connection is especially annoying in combination with a costly price. Often Wi-Fi hotspots in towns and marinas can be used from the anchorage. An amplification antenna helps with weak or distant signals. Especially convenient are models that combine antennas for Wi-Fi and mobile phone networks, for example, The Wirie pro. www.thewirie.com

Single-sideband (SSB) radios are a traditional means of communication for cruisers. We use an inexpensive Yaesu FT-857 that yields excellent quality in combination with a CG3000 automatic antenna tuner and a wire cable up to the masthead as an antenna (much cheaper than the prettier solution of an isolated backstay). Via SSB cruisers can participate in SSB/HAM nets to share info about weather and sea state with other yachts on passage or listen in on local nets for insider info on anchorages or infrastructure (see cruising guides for times and frequencies).



Trying to get our drowned antenna tuner dry again



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In combination with a pactor modem (unfortunately almost as expensive as the radio itself), SSB facilitates worldwide email service. Winlink is a network of HAM stations (license required), the account and use is free. Incredible but true, HAM clubs and navy base clubs have set up giant stations, often including directional antennas and stacks of radios and pactor modems to enable simultaneous connections on different frequencies. Users receive long lists with stations around the globe and their frequencies. This fabulous service provides cruisers on passage or in remote anchorages with a link to the outside world. You call a station via pactor modem, the station is connected to the Internet and sends on your emails (text only).

Saildocs provides a great service: Via email you request certain weather forecasts or any website (text only). We receive weather forecasts as text bulletins and grib files (A 10-20 kbyte file takes several minutes to download). It's even possible to access ordinary email accounts such as Yahoo and Gmail;

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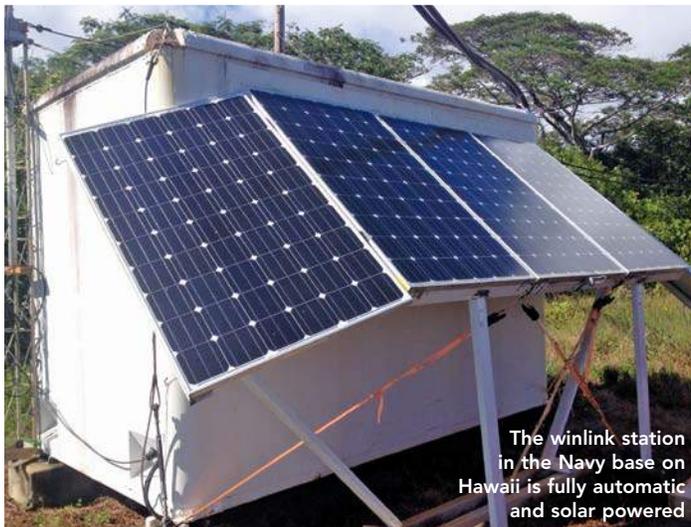
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Locals on remote islands often use satphones to stay in touch. Here's Inmarsat in use on Maupihaa



PHOTOS OF HAWAII-STATION COURTESY OF ANGUS MACFEELEY

The winlink station in the Navy base on Hawaii is fully automatic and solar powered

read RSS news feeds and post blog entries including position reports during passages. Cruisers without a HAM license can use the SailMail network that also provides worldwide pactor stations. It uses marine radio frequencies, the account costs US\$275 per year.

Installation, set-up and use of SSB (and therefore Winlink and SailMail) requires a certain amount of technical know-how and due to the nature of wave propagation, SSB connections only work during short time windows depending on solar activity, time and season. Cruisers who can't be bothered with such restrictions can stay in touch with the world via satellite phones. Different providers offer services for different demands. Iridi-

um has worldwide coverage, but the equipment is quite pricy (US\$700-1000) and there are additional costs for prepaid cards (about US\$700 USD for 500 minutes, valid one year). For cruisers in the Caribbean, Globalstar (covers only coastal waters) is a less costly alternative. Satellite phones function as modems when connected to a laptop with a USB cable. Iridium GO! creates a local Wi-Fi hotspot that can be used with a smartphone. Unfortunately the data rates are also limited to max. 18 kbytes/minute. Inmarsat offers global broadband, but due to the elaborate equipment (special antennas) and high prices its target groups are rather commercial ships and superyachts.

We know cruisers who successfully make long passages without any communication equipment at all, free and spontaneous like in the olden days. We pick safety over romantic notions, get daily weather forecasts and stay in touch with family and friends at home. We happily spend 20 minutes every day listening to the cryptic singing and howling of the ether and send our current reports from the South Seas to all out there who are interested at: www.pitufa.at

Birgit Hackl, Christian Feldbauer and their ship's cat Leeloo set sail towards the horizon in June 2011 on their yacht Pitufa.

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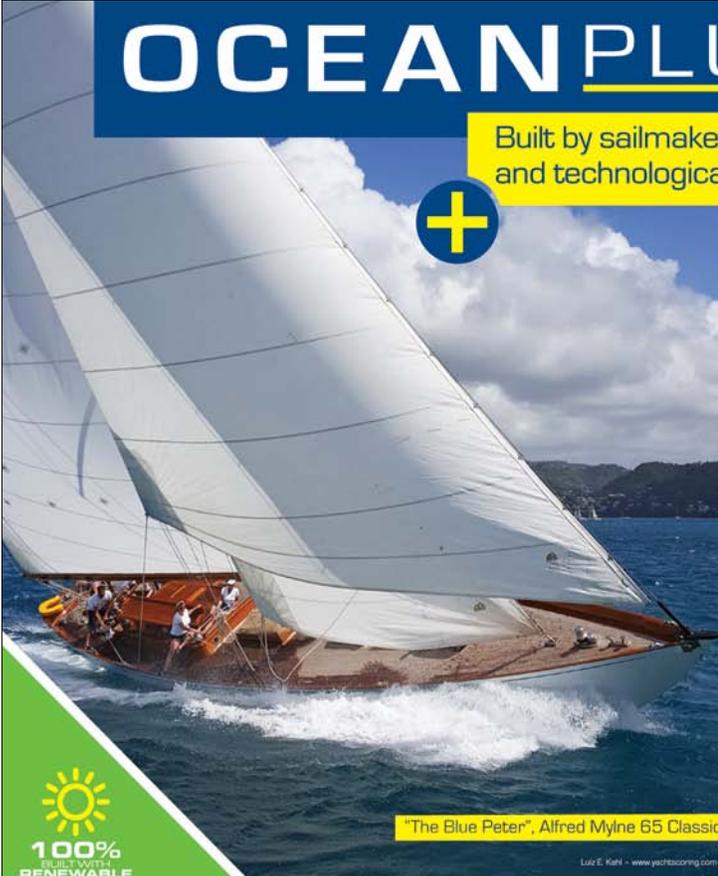
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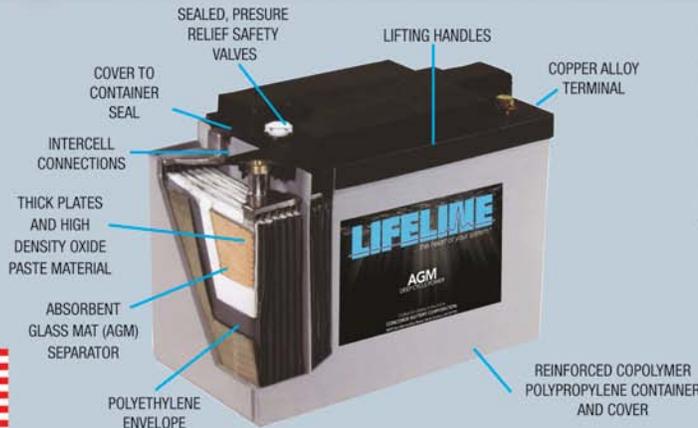


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STATE OF PLAY – REASONS TO WINDSURF

WATERSPORTS BY TEZ PLAVENIEKS



PHOTO: PHOTOGRAPHY

Loop ...

Prophets of doom in the last few years have predicted the demise of windsurfing but after a recent overseas trip – and conversations with wind nuts aplenty – it's pretty apparent there's as much thirst for the sport as ever.

Windsurfing's due a renaissance I feel. For too long windsurfing's upper echelon dynamism has been overlooked. Have you seen PWA world tour freestylers and wave sailors lately? Every bit as extreme, colorful and off the chain as any watersports.

When kitesurfing emerged it did its best to steal windsurfing's thunder – and for a while that was true. What was once a loud clap turned to a faint whisper. This new kid on the block boasted accessibility, user friendliness and affordability. Windsurfing was reduced to the ugly duckling and banished.

Perceived as the domain of middle-aged men it languished on the sidelines for years. The global recession did nothing to help windsurfing's participation levels either.

But scratch the surface and it's not this way. Hit up noted windy spots on their day and you'll find sailors blasting blissfully. Those roguish kitesurfers are ever present but you can't deny the stoke emanating from riders holding a boom – and in many cases it's them young 'uns loving it!

Honestly, windsurfing can sometimes be a faff. Particularly when you consider the sport has been marketed as a high wind discipline since the 90s, or thereabouts. Back in the day if it wasn't nukin' it wasn't happening. Kit was super technical to use and an elitist attitude dominated. These days, rightly or wrongly, windsurfing is still seen as a planing sport (i.e. more



PHOTO: EDGE PRODUCTIONS

Pop ...



PHOTO: CHRIS MORGAN

Freeride jump ...

short board oriented) but people miss the efficiency of equipment and how light breeze can be for riders to 'get going'. Big gear is sometimes seen as cumbersome (it's not really) but stoke is still stoke when reaching across crystal clear waters – even in only 12 knots of breeze.

Caribbean blows are consistent but light (in windsurfing terms) – perfect for freeride and freestyle (I'm aware there are wave spots as well). Some would have you believe that owning multiple pieces of windsurf kit is the only way to score maximum brine time. While that's true for serious addicts, out whatever the weather, it's possible to be a fully-functioning windsurfer with one board and a couple of sails – minimal expense and hassle.

I've heard comments from certain corners that windsurfing is now a destination sport. That may be the case for some, but



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PHOTO: JULES TOMS

Blasting ...

riders still want their fix. Travelling to windy hot spots like the Caribbean for itch scratching is perfectly fine. Centres are, after all, equipped with the latest toys and plenty of them. If this is your bag then all power – however you get wet, it's all good. Also within kitesurfing there's a steadily migrating group of converts heading back to windsurfing's fold. As a man of many disciplines it'd be wrong I suggest kiting is too easy – it isn't and is no less dynamic. But a number of windies who passed over to the other side have been rediscovering the joys of sail power. My response? Whatever gets you out there and onto the brine, enjoying Mother Nature. The more feathers your cap sprouts the better primed you are to maximise everything she can throw at you.

Windsurfing has never been easier to learn and progress with. Qualified instructors know their stuff and will have you up and running quick smart. Kit is super-efficient, as I've already said. And if you're a returning rider contemplating the expense of new gear then why not consider second hand. Equipment from a few years ago is perfectly fine to use. (I own a couple of older kit bits).

Windsurfing doesn't have to be a chore, break the bank or be a pain in the ass. It can be complimentary or all encompass-



Pop ...

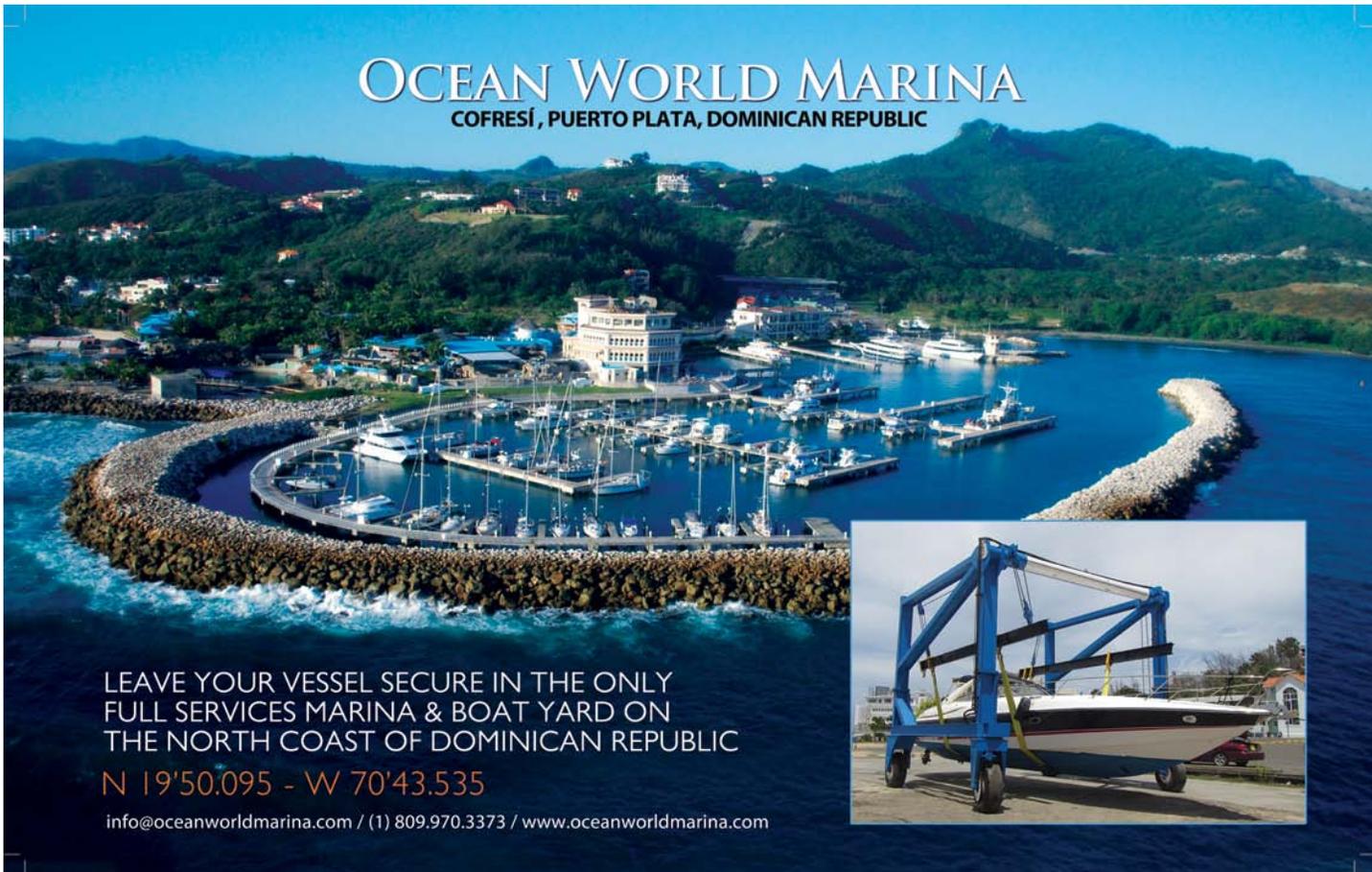
PHOTO: JULES TOMS

ing. If you're tentatively looking at windsurfing as a sport or considering having another bash then there's never been a better time than now. Ignore all the pessimism and get involved – you'll be thankful you did.

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

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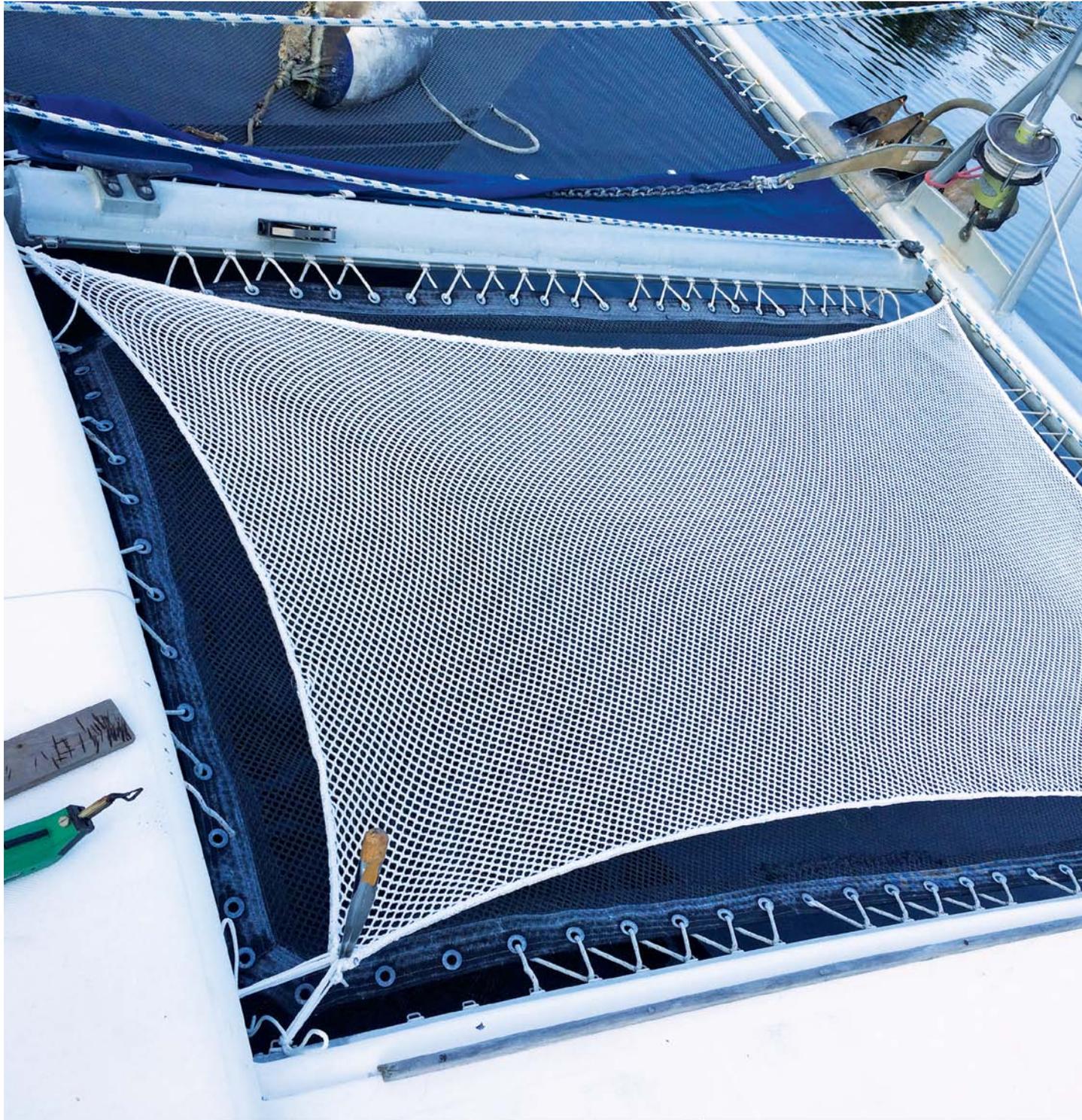
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TIPS & TRICKS BY ETIENNE GIROIRE OF ATN SAILING EQUIPMENT AND SAILBOAT GEAR



Catamarans are becoming more and more popular and with good reason. However, as a sailmaker I am often appalled at just how badly installed the between-hulls trampolines are. After many installations, I have learned the important points of safely installing a trampoline.

First, let's take a look at materials. Dyneema® is great but it's overkill, very expensive, and too often sloppily installed with ragged edges. In my experience, a polyester / polyamide / polypro knotted or knitted net properly installed will give the boat owner a firm platform to stand or lounge on. Knitted nets, with their smoother finish are more comfortable than knotted nets, which are favored for heavier work such as found on charter boats, day charter boats and diving.

I prefer nets with rope edges rather than those that come with grommets already sewn in. Metal grommets can chafe or cut the rope used to secure the net to the boat, and since the grommets are usually punched at set increments, the net is not as flexible to install. When the net can be fastened anywhere around its edge, it is easy to match the hardware on the boat.

Multihull nets are manufactured 10% smaller than the space they fill, which implies that it will have to be stretched out in order for it to fit correctly. Anyone who has installed a trampoline, knows that it is hand-tearing, blister-making, back-breaking work. This could explain why so many trampolines are attached to the boat with an uninterrupted line, woven in and out, which is quick, but will never achieve the tension required to get a firm and pleasant feel. It is also unsafe, as the single line will eventually chafe through, leaving gaping holes on the side of the net.

The best way to fasten the net to the boat is with independent lashings, one by one, which acts as a 3 to 1 purchase that will be tightened several times in the process (see photo #1).

The line I favor is 3/16in (6mm) covered polyester. Lashed three times around, once pulled and locked, it offers 18 x 3/16in (1 1/8in) of polyester tying the net to the boat per lashing. With a spacing of one every five inches, all the way around the net, that's a lot of polyester which, when tightened, leaves no room for chafing.

The tools needed to install a net are gloves, pliers, fid, hot knife, a piece of scrap wood on which to cut the polyester, lots of water and the will to do it.

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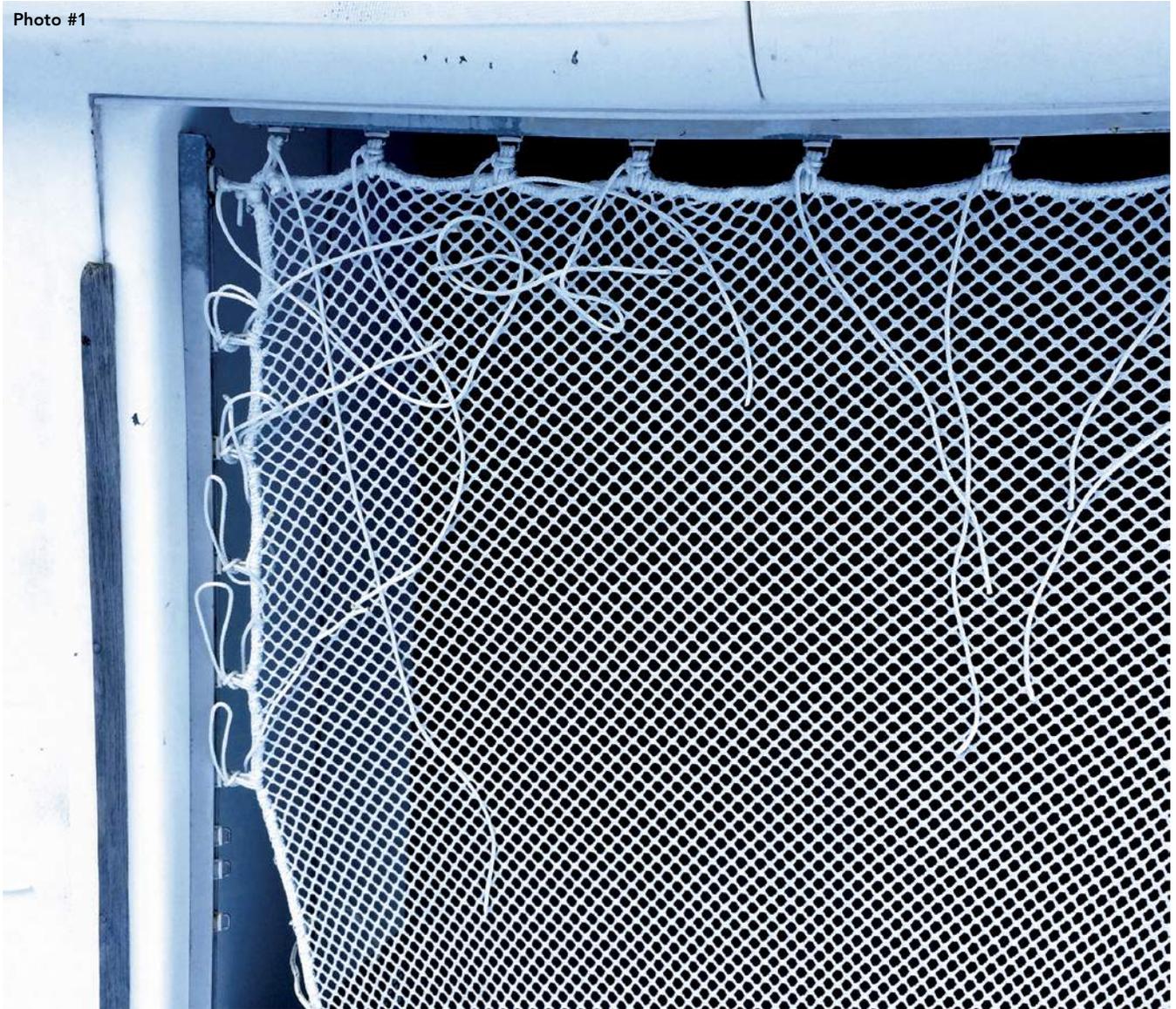
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Photo #1



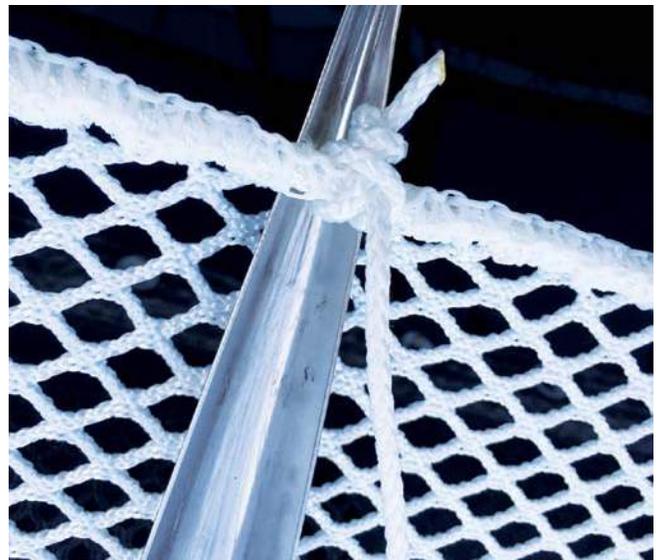
First, get the corners where they should be, because they are the starting point of the lashings.

Next, and starting from the corners, make one lashing at a time, and then go back to tighten some more until the edge of the net is one inch away from the attachment point, that being a slide, pad eye or mushroom post.

You also might want to wet the net as this helps with the stretching.

I always finish the lashings with two hitches all the way around and then a flat knot melted with the hot knife to make sure that it can't come undone.

For more information, visit: atninc.com



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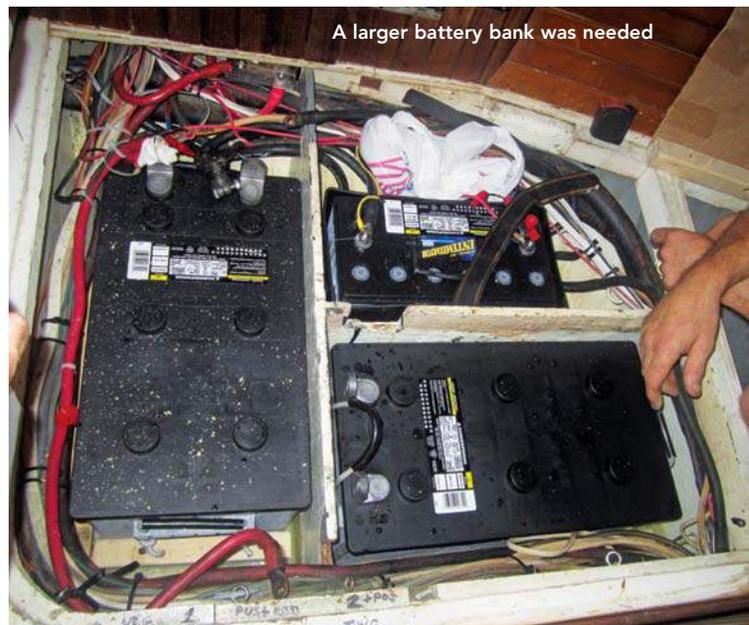
Journey fitted out with solar panels

Once we decided to sail into the sunset, we committed ourselves to minimize our carbon footprint. From that day on, our everyday would be directly connected to nature, moving with the wind, and generating our energy from the sun.

We planned to make *Journey* self-sufficient by outfitting her with some type of green energy that would run all of our devices and equipment. Our finances and research were the defining forces of our choice. So the big question was: would we outfit *Journey* with solar panels, wind generator or both? Once we evaluated all the information, we looked closely at pros and cons between Solar and Aeolic energy. We decided to go 100% Solar, for the following reasons:

SOLAR PROS

It would be responsible for 100% of the energy needed. We were going to the Bahamas and Caribbean, where we could



A larger battery bank was needed

rely on daily sunshine. Solar is clean and quite energy. There are no moving parts, so low maintenance. A well planned solar system can go two days without sunshine, before having to run the engine.

SOLAR CONS

Sunshine, source of energy, is limited to the day time. The panels are large and require lots of space.

AEOLIC PROS

The wind generator is space efficient. It costs less than solar. It runs 24/7, or for as long as there is wind.

AEOLIC CONS

It could not generate 100% of the energy we needed to power all devices. We would need to add smaller solar panels to achieve the energy needed. Wind turbines are noisy while in operation and the aesthetics are a legitimate issue, although a small one. Many moving parts, susceptible to breakage and high maintenance

The next step was to list all of our electronic devices, and the expected daily power requirement for each one; this allowed us to estimate the consumption side of our energy budget, which helped us to resize the battery bank appropriately. This, in turn, helped us understand what size solar panels or wind generator we would need.

LIST OF EQUIPMENT

Chart plotter	Refrigerator/Freezer
Autopilot	Microwave
2 laptops	Coffee maker
2 Cell phones	TV
1 iPad	Stereo
Fans	SSB Radio
Water maker	VHF radio
All lights (inside and out)	

To help us better understand our energy needs, we figured that our daily consumption at sea and at anchor was: At anchor (peak) = 155 amps, average = 135 amps. At sea (peak) = 250 amps, average = 220 amps.

Having assessed the energy needs of all equipment and come up with a total, we realized we could also diminish consumption by making a few changes and eliminating less needed devices.

We decided to change all the inside lights, anchor light, running lights and mast lights to LEDs.

We added DC adaptors to power as many devices as pos-

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Birds of Paradise, Tobago Cays

sible, and use the inverter to power the remaining devices that were AC.

The other item of high-energy consumption we had to focus on was refrigeration.

We also decided to eliminate a couple of energy hungry items, such as the microwave oven and the coffee maker.

We decided to get the largest panels we could fit on the boat, two 260 Watts panels, which were installed above the Bimini on additional crossbars, without occupying any extra room.

Once we decided on the size and source of energy, we had to make other decisions. We had to increase our battery bank and change the old engine-driven refrigerator/freezer.

We increased our battery bank from 200 amp hours to 750 amp hours, by replacing the existing batteries with xx gel batteries. The 750 amps more than satisfied the total requirement of all our devices. We learned that the deeper you cycle a battery, the shorter life it will have. It is also known that one should never allow the battery bank to get to 50% of its charge, and ideally, never below 60%.

Journey's original refrigerator was engine driven, and it had

to be changed, as it was not green at all. We had to run the engine for at least two hours a day to keep the refrigerator and freezer cold for around 24 hours.

A much better and greener solution was to run the fridge/freezer off the battery bank, charged with solar energy. We decided to go with a 'keel cooled' system by Frigoboat. The compressor circulates the refrigerant gas, and the heat is removed via a thru-hull fitting, using the ocean to cool the refrigerant. This is the quietest, most reliable and efficient system available today. Using a keel-cooled fridge allowed us to have a freezer/fridge with a single compressor, and even during the hottest months in Grenada, it worked flawlessly, and with very low power consumption.

When we started this process, we had many questions and doubts. Our research led us to make the best choices for *Journey*. Our everyday life is great for many reasons, but also because the sun charges *Journey's* batteries (and ours) every day without fail. We always have a cold drink, we always have sunsets, and we always have power. 

Monica Pisani and Jonathan Morton live and cruise aboard Journey, a 42-foot Tatoosh. To learn more about their voyaging, visit: www.sailing-journey.com

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NAUTICAL HOLIDAY HAPPENINGS

COMPILED BY CAROL M. BAREUTHER

COURTESY OF BEQUIJA TOURISM

There might not be snow and sleigh rides, but the spirit of the yuletide holidays is alive throughout the Caribbean. Here is a sampling of nautical holiday happenings.

LIGHTED BOAT PARADES

Deck your decks with lights, ornaments and festively-dressed crew. The Christmas Boat Parade happens on December 10 in **St. Croix, U.S. Virgin Islands'** Christiansted Harbor. "Santa comes in by boat and starts off the parade lead by SUP boarders dressed up in costumes with lights. The boats circle Hotel on the Cay twice, then we set off an amazing fireworks display," says organizer Trish Rhodes.

Seventy miles west in San Juan, **Puerto Rico**, Club Nautico de San Juan holds its Christmas Boat Parade. "Sail or power, all are welcome. Last year, 59 boats joined the parade," says club spokesperson Virginia de los Reyes.

The weekend before Christmas the Guadeloupe Marlin Club, in Pointe a Pitre, **Guadeloupe, French West Indies**, hosts its annual decorated boat parade.

December 24 and the Bitter End Yacht Club, in North Sound, **Virgin Gorda, British Virgin Islands** launches its Holiday Lighted Boat Parade at 5:45pm from the head of the Bitter End channel. "Santa and his elves are aboard

Lighting up the sky in Bequia



Bitter End Yacht Club, BVI

PHOTO: MAR JAVIERTO



Lighted Boat Parade, Club Nautico de San Juan, Puerto Rico

the Ponce de Leon leading the parade. Fabulous prizes will be awarded for well-lit and creatively-decorated boats. There's an 'anchored yacht' category too for large yachts. Sail, power, crewed charter yachts and private boats are all welcome," says vice president of sales and marketing John Glynn.

DROP ANCHOR & SHOP

Need last minute presents? No worries. On December 2, IGY's Yacht Haven Grande on **St. Thomas, USVI** holds its Grand Caribbean Christmas event from 5:30 to 10pm. Shop the marina's stores with a backdrop of festive performances by majorettes, choirs and steel pan bands. "There will also

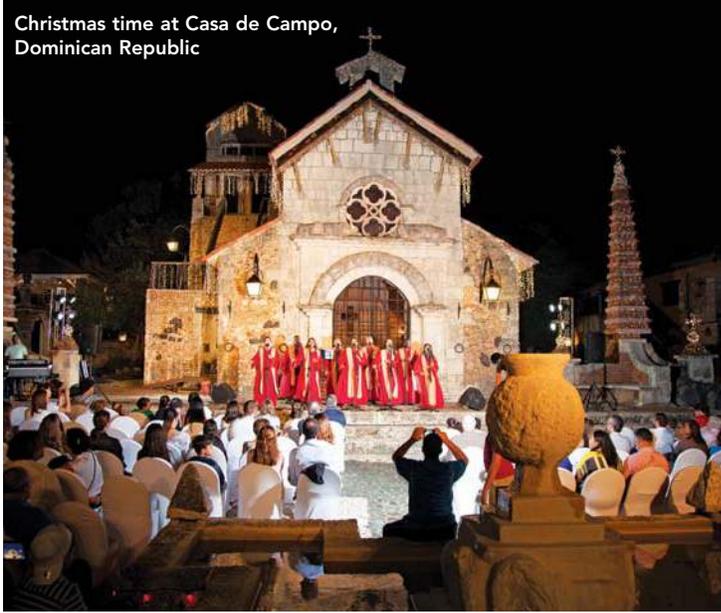
be the lighting of our Christmas tree," invites marketing manager Vivienne Yaple.

In **Grenada**, in December, "True Blue Bay Resort has a lovely Christmas Market," says Jacqui Pascall, base director at Horizon Yacht Charters.

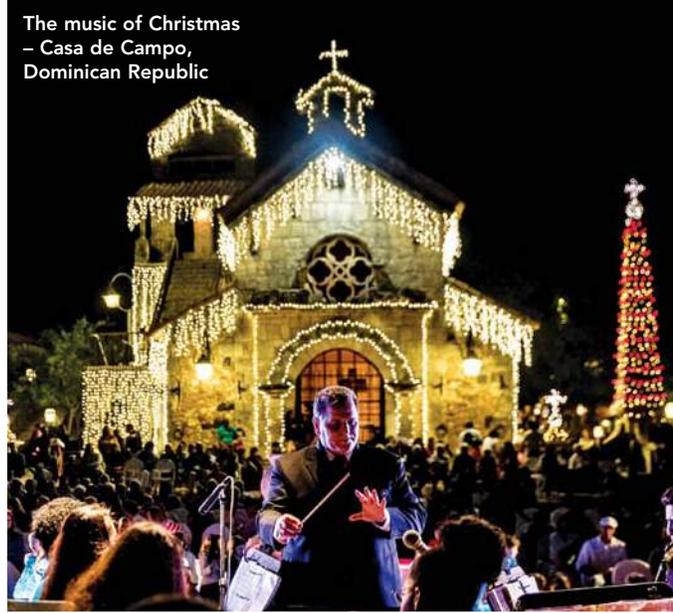
A new luxury clothes boutique called Joya will open in December in the new retail area adjacent to the Customs House at Christophe Harbour, in **St. Kitts**. "Men's and women's boutiques, a home interiors and design center and specially-commissioned rum shop will open in early 2017," says account coordinator Megan Brogan.

NAUTICAL HOLIDAY HAPPENINGS

Christmas time at Casa de Campo,
Dominican Republic



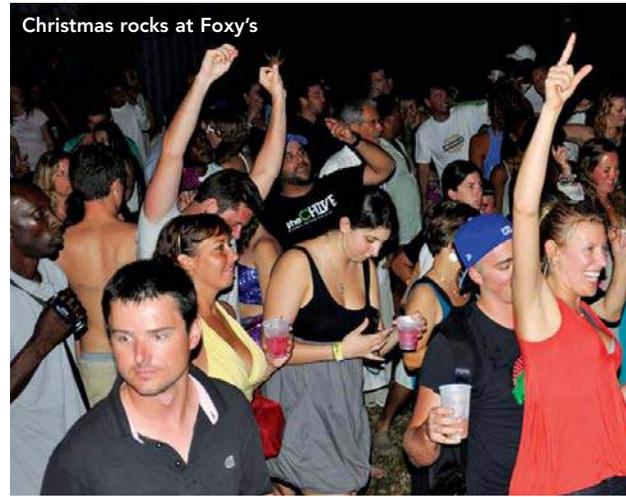
The music of Christmas
– Casa de Campo,
Dominican Republic



Lighted Boat Parade –
St. Croix, USVI



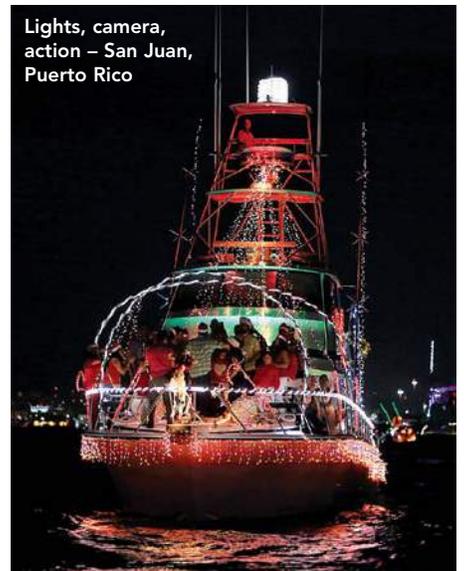
Christmas rocks at Foxy's



Christmas pans –
Yacht Haven Grande,
St. Thomas



Lights, camera,
action – San Juan,
Puerto Rico





More festive boats, it must be Puerto Rico

SOUNDS OF THE SEASON

Santa's arrival and the Christmas Lighting Ceremony at Altos de Chavón, the **Dominican Republic's** 16th-century Mediterranean-inspired village, kicks off the holidays, says senior account director Mitchell Nover. "Christmas Carols by the Madrigalistas Choir also take place at Altos de Chavón, a short distance from Marina Casa de Campo."

In **St. Lucia**, 'Lucian Vibe', is set for December 11 from 4 to 8pm "Join the pan bands from Gros Islet for an afternoon of holiday steel pan music, invites marketing, sales and event manager at IGY's Rodney Bay Marina, in St. Lucia, Shane Macauldy. On December 18, Carols Afloat gets underway at 5pm. This Christmas Flotilla in Rodney Bay is open to all classes – sail, power, Hobie cats and dinghies.

'TIS THE SEASON TO BE SOCIAL

Regattas and revelries add extra fun during the holidays. Join the J22 Class Series on December 3 and 4 at the Montego Bay Yacht Club, in **Jamaica**, invites club manager Taddy Tavares.

The **Antigua** Yacht Club runs its annual Budget Marine Hightide Series of five races between December 18 and 26 and is open to all. "There will also be a 'stand-alone' race on Boxing Day (December 26)," says vice commodore Clare Cupples-Leader.

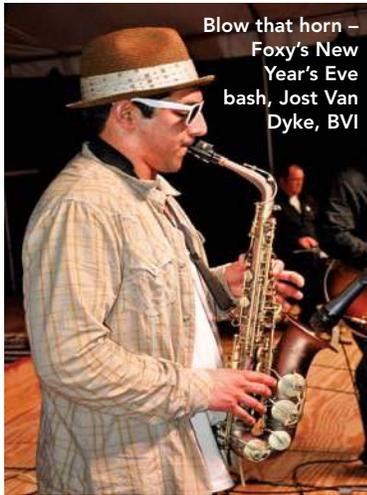
On December 18, there's the Eindejaarsrace (end-of-year-race) in **Curaçao**, where locals and visitors join in on anything that floats. "Small and big all participate for the Oliebollen, a typical Dutch treat, they receive at the end," says marketing and social media manager for Curaçao Marine Nicole van Beusekom.

Come to Thursday Pizza Nights at **Carriacou** Marine Ltd. "Visitors can mingle with the locals in a great environment: nice music, pleasant atmosphere, ice cold beer and authentic Italian pizza," says executive manager, Sandra Martin. While in Carriacou, participate in the Parang Festival, two days of 'house to house' serenading by string bands and carolers the week prior to Christmas.

The **St. Maarten** Yacht Club hosts its annual Christmas Party on December 11. "There's a buffet dinner for SMYC members and guests, live entertainment and Santa comes in on a dinghy," says manager Ariel Jamil.

On December 16, IGY's Yacht Haven Grande in **St. Thomas, USVI** holds its mistletoe & martinis holiday cocktail Soiree for yacht crew and marina guests.

Further west, on Christmas Day, Bocas Marina in **Bocas del Toro, Panama**, invites cruisers to dinner. "The marina gener-



Blow that horn – Foxy's New Year's Eve bash, Jost Van Dyke, BVI



New Year's Eve party & fireworks at Port Louis Marina, Grenada



Keeping the tradition alive – Curaçao

ously prepares the turkeys and main fixings and cruisers contribute side dishes,” says Ray Jason, at Bocas Yacht Services.

NEW YEAR’S EVE PARTIES & FIREWORKS

Ring in the New Year nautical-style. At IGY’s Yacht Haven Grande in **St. Thomas, USVI**, there’s a marina party from 9pm to 2am.

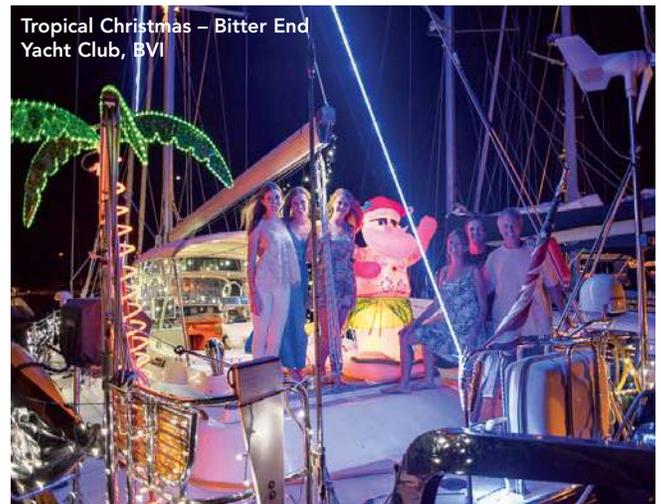
In **Jost Van Dyke, BVI**, Foxy Callwood hosts a huge bash before the island’s midnight fireworks. “The theme is Foxy’s Circus. The upper crust’s five-course VIP experience is all-inclusive with an open bar with champagne, party masks, great entertainment and more,” says spokesperson Susan Zaluski.

The fireworks display in **Bequia**, says long-time resident Nicola Redway, “can be seen all over the Admiralty Bay waterfront and from most waterfront bars and restaurants.”

At Camper & Nicholson’s Port Louis Marina, in **Grenada**, the Victory Bar & Restaurant offers a New Year’s Eve Gala. “Entertainment includes a series of short live performances followed by fireworks,” says marina general manager Glynn Thomas.

At IGY’s Red Frog Marina in **Bocas del Toro, Panama**, “many boaters sail to Starfish beach to see fireworks, local activities and fire dancers,” says employee Amanda Wood.

Toast the New Year on January 1 at the Charity Champagne Party in Nelson’s Dockyard, **Antigua**.



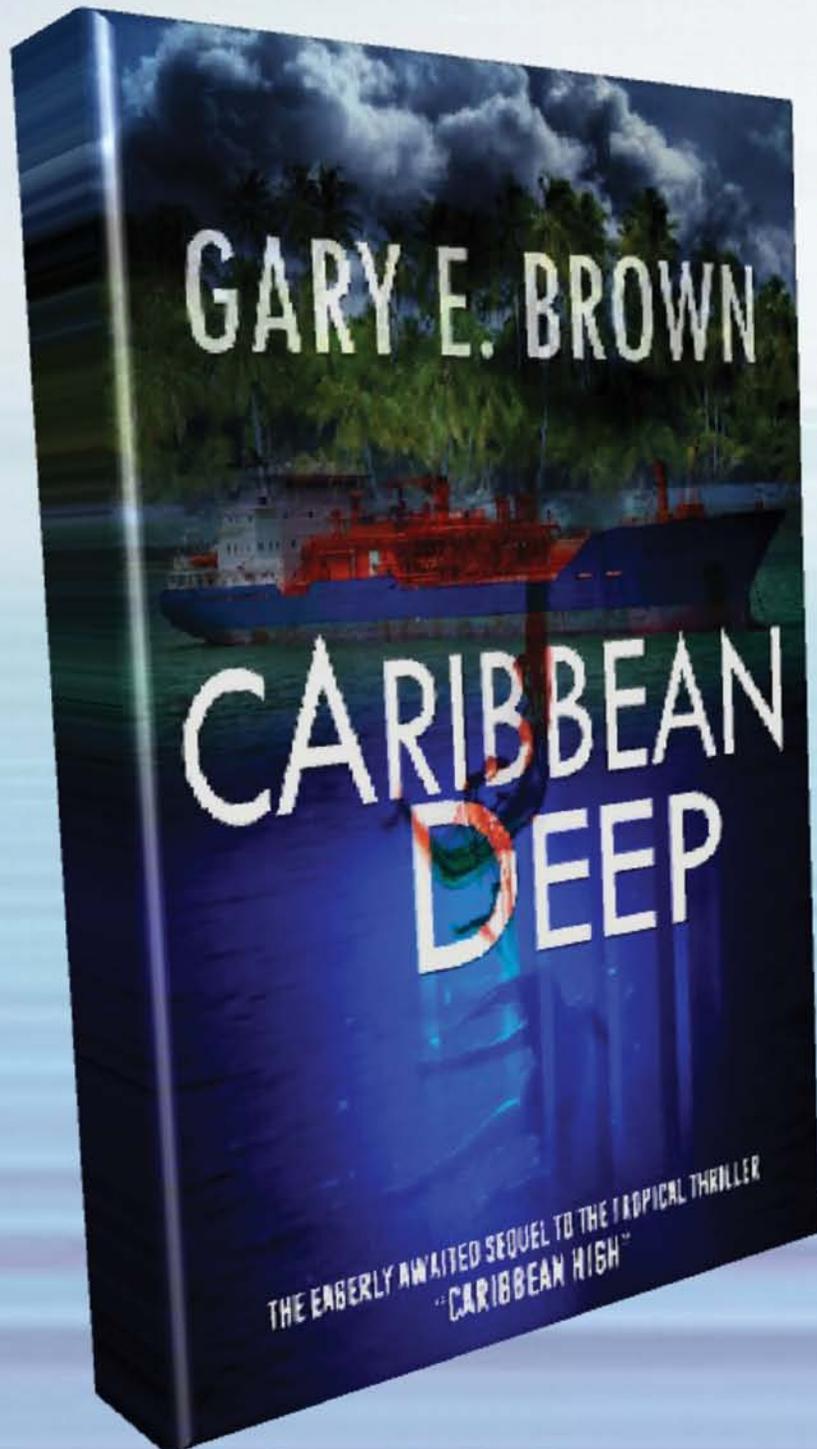
Tropical Christmas – Bitter End Yacht Club, BVI

In **Curaçao**, Fuidag is a huge festive raft up that happens January 8.

Finally, the holiday partying isn’t complete until Aussie Day at IGY’s Blue Haven Marina in the **Turks & Caicos**. Set for January 22, “we do a BBQ on the docks with burgers, hot dogs and beer. Guests can and usually bring food and drinks to add to the Barbie,” says sales and marketing manager Portia Mogal. 

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

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NAUTICAL SANTA'S SPREAD CHEER THROUGHOUT THE CARIBBEAN

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St. Croix's famous Santa

It takes a very special person to fill the shoes of such a globally loved figure as Santa Claus. Yet a quintet of men around the Caribbean are just a few who do just this each year. Each shares a unique nautical-style of ho ho hos and spreads holiday cheer in a variety of ways to kids and adults alike.

"One Christmas, I was invited to the annual Christmas Party in Nelson's Dockyard. So, I dressed in my Santa outfit dreadlocks and all and everybody was so happy to see my outfit,"

says Maurice Belgrave, a long-time Antiguan whose love of this holiday stems from his boyhood in Guyana. "Sometimes, I'm invited on the megayachts to take photos with the crew and guests. I can remember there was this huge ship that carried disabled sailors and I even danced with them. Sometimes we go as a family with my wife tailoring Santa suits for our children."

Last year, Belgrave arrived by ABSAR (Antigua & Barbuda Search and Rescue) boat to the dock at the Antigua Yacht

Club where he came equipped with a sack of 100 presents he handed out to all the kids.

At Bocas Marina, in Bocas del Toro, Panama, it is marina manager Chuck Silver who plays the Santa role. Silver is a natural since he already sports a big white bushy beard.

"The marina hosts a free Christmas party for its employees and their families. The highlight is when Santa appears in his

tropical costume (colorful flowered shirt, khaki shorts and red and white hat) and every child receives a shopping bag full of presents," says Ray Jason, of Bocas Yacht Services.

Handing out candy canes is one of Santa's, aka Paul Radzenko's, duties on the U.S. Virgin Island of St. Croix.

"I wear a traditional Santa outfit and come into the dock in Christiansted harbor either on a dinghy or small boat.



In Antigua, Santa arrives on a very special sleigh



They say the whisky Man in Red lands his sleigh on the roof at the St. Maarten Yacht Club



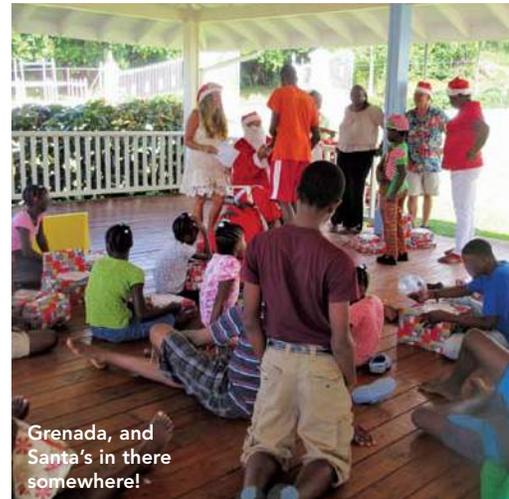
Antigua Santa has two apprentices and plenty of helpers



Santa and his St. Croix elves



Santa spreading a little Xmas cheer in Nelson's Dockyard



Grenada, and Santa's in there somewhere!

Then, I walk around shouting 'Merry Christmas' to everyone while Santa's helpers give out the candy," says Radzenko. "It's about the children, the smiles, the hugs, and the questions. Many young children are losing their baby teeth and I tell them 'all you want for Christmas is your two front teeth', then they smile and ask 'how do you know?' Santa knows everything."

When jolly red-cheeked Ian Morris heard about the Santa's Sack Fundraiser from his wife, Wendy, who had joined cruisers Paulette and John Lee as they set up meetings at three children's homes on Grenada with the possibility of Santa visiting on Christmas day to fulfill wish lists, he immediately said, "I would like to be Santa!"

"Having Santa in character helped us raise money with a lot of door knocking, advertising on the Cruisers' Net and from boating related businesses as well as it helped us to arrange a fund-raising benefit evening at Prickly Bay Marina in advance of Christmas," says Lee. "On Christmas Day, Santa presented the

gifts to all the children and adult residents, while very bravely wearing a very hot suit and beard on a very hot day with much perspiration, no complaints, and a lot of 'Ho-ho-ho's."

Finally, it is Gary Hussion who dresses in a red-and-white tasseled hat to play Santa for the Carols Afloat Christmas Flotilla in Rodney Bay, St. Lucia.

"The tradition began in 2009," explains Hussion. "We gather in Rodney Bay at 4pm., rain or shine. There have been as many as 35 boats registered. We proceed through all the boats in the anchorage and by all the beachfront hotels. Christmas music is blasting and all aboard the flotilla's vessels wish everyone a Merry Christmas. It really gets everyone in the Christmas spirit." 

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REBEL MARINE DESIGN AND BUILD FAST FERRY

ANGUILLA REPORT BY KRISTIN BOURNE



A relatively undiscovered custom boat-building yard based in Anguilla that has been quietly successful in business for over 30 years might find themselves under the spotlight thanks to one of their newest boat designs.

Anguilla's own Rebel Marine Ltd., whose motto is 'When love and skill come together, expect a masterpiece', are receiving high praise for their innovative new 44-foot fast passenger ferry that has an open bowrider worked into its design, an unheard of feature for a boat of this size – until now.

Historically, Rebel Marine's fast ferries have been dubbed 'marine limousines' for their sleek looks in conjunction with a smooth and quiet ride in open ocean conditions. With this new design, they've proven that their designs continue to be leading edge and garner them the best kind of clientele, repeat business and good word of mouth promotion.

The new 44-footer was commissioned by Islander Watersports of St. Kitts and Nevis. They use a variety of Rebel Marine-built

boats in their fleet that services the Four Seasons Resort Nevis and have aptly named their new boat, *Point Proven*.

Allowing for up to 30 passengers, *Point Proven* has pew style seating in the interior and a spacious bowrider with seating that can hold up to eight people. This model of Rebel boat has the option for executive style seating that can seat up to 15 in a luxurious limousine style arrangement.

Wincent Perkins of Islander Watersports said, "This is a fan-

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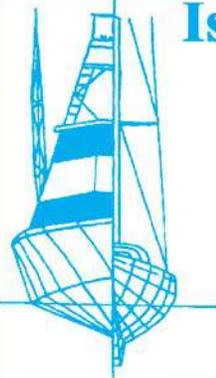


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David Carty, Rebel Marine's owner and founder added, "We appreciate the fact that we've had so many repeat commissions that return to Rebel Marine due to good service. We intend to continue building the best boats possible with state of the art materials, for our clients all across the Caribbean and Southeastern United States."

What you'll find behind this successful new boat, should you visit Rebel Marine in Anguilla, is a family-run boatbuilding company that simply loves being a custom boat yard. Part of their passion stems from the fact that the majority of the Rebel Marine team are descended from a long line of boat builders. It's in their blood. Visiting the yard today, you can't help but wonder what their ancestors would think of their avant-garde designs and their use of the latest, advanced boatbuilding materials.

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TEAM FIJI WATER WINS 2016 SIMSAF NATIONAL LAGOON CHAMPIONSHIPS

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The second edition of the SIMSAF National Lagoon Championships was sailed in light conditions in October. Twelve teams competed in seven boats on a rotation schedule.

Light shifty winds challenged the participants and led to some intriguing battles on the start line and while approaching and rounding the marks. The gate on the short course resulted in some sailors taking a gamble and in some cases the gamble paid off and forced changes at the top of the leaderboard.

After very tight racing, the eventual winner was *Team Fiji Water* with John Gifford helming along with his son Carson and SMYC youth coach Jimmy Gieseke as crew. Second place went to *Team Tropical Sail Loft* skippered by Ernst Looser and crewed by Bernard Sillem and Benjamin Scarabelli. Third place went to *Team Shore Support* with Simon Manley, Luc Knol and Kim Frye.

Garth Steyn, founder of the Kidz At Sea Foundation, entered three teams, one he skippered himself, while the other teams

were skippered by Rien Korteknie and Iain Mobbs. The boats were manned by a combination of regular and new crew, ages ranging between 11 and 19. At one point, the three teams had their own personal competition and amazed everyone by finishing the race in first, second and third place.

Lunch and prize giving took place at Lagoones Bar & Bistro and began with the St Maarten Sailor of the Year award sponsored by Gill USA. This year the award was made to Andrea Scarabelli in recognition of his contributions to the sailing community, his dedication in sharing his knowledge and technical skills as well as his passion for racing. In the Junior category the award went to youth sailor Zac Sabaroche of the St. Maarten Yacht Club for the dedication and perseverance he has shown while gaining experience in many types of boats including keelboats.

All participants were rewarded for competing in the SIMSAF National Championships and first, second and third place winners received sketches by the renowned local artist Roland Richardson.

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MARINAS IN FOCUS: JOLLY HARBOUR MARINA, ANTIGUA

ANTIGUA BY CAROL M. BAREUTHER



What do rock star Eric Clapton, motorsport personality Eddie Jordan and billionaire businessman Paul Allen have in common? A port visit to the Jolly Harbour Marina. It is here, situated on the sheltered west coast of Antigua, that everyone from celebrities to everyday folks enjoy easy access, anonymity and an abundant menu of services and facilities. What's more, Jolly Harbour Marina is both a great base to explore the waters off this northernmost Leeward Island and come back to for the many nautical events hosted annually.

"Jolly Harbour is a manmade facility built on the dream of Swiss businessman Dr. Alfred Erhart back in the late '80s early '90s," explains Jo Lucas, general manager of the marina and boat-

"In essence, Jolly Harbour Marina Village is like a small independent town where you can get virtually everything you need on site, including world class white sandy beaches."

yard. "Erhart developed a magnificent resort which includes over 650 privately owned properties of which the majority are waterfront. Today, there are many two- and three- bedroom villas available to rent. The marina and boatyard, which became operational in 1992, is a full-service facility offering dockage and



storage. The complex also enjoys a diverse mix of restaurants, bars and cafés; a well-stocked international-style supermarket; hair salons; bank facilities; car rentals and taxis; Olympic-size swimming pool; tennis courts; gym and an 18-hole golf course. In essence, Jolly Harbour Marina Village is like a small independent town where you can get virtually everything you need on site, including world class white sandy beaches.”

Over the past 24 years, Jolly Harbour Marina has changed hands and management several times. In 2006, a partnership was formed and Eastern Caribbean Marina and Boatyard Ltd. took over the operation. More recently, in 2009, the company became an independently-owned family business and continues to grow and develop as such today.

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The marina's original wooden docks have long been replaced by four full-service concrete piers that can easily accommodate 155 boats. Each slip is equipped with metered water and electricity as well as onboard Wi-Fi access.

The boatyard has also been developed through the years. It now offers secure storage for at least 220 boats, during the hurricane season. There are 35 cradles in three sizes to suit various makes and lengths of boats. The designated area for cradles in the storage yard has grown and they have also expanded the concrete area in the work yard during the past year. Concrete pits are ideal for long term storage or to make work more accessible during the racing season. A new 75-ton Marine Travelift was added in April 2015 as was a dinghy storage building that can house over 40 of these craft. The DYI (do-it-yourself) yard offers easy access for resident or outside tradesmen and contractors to work. Lighthouse Yachting, located on site, offers project management, yacht brokerage services and are agents for Peters & May, a company that offers regular yacht transport service between Europe and Antigua.

When it comes to exploring, Lucas says, "You are spoiled for choice when it comes to destinations found close by. Five Islands Harbour is a quiet overnight anchorage where there are

several secluded beaches accessible only by boat. Deep Bay is a lovely cove with good overnight anchorage complete with a shipwreck that makes for good snorkeling. Cades Reef is excellent for diving and snorkeling. You can also find many bays to anchor and swim in and beachfront dining at some of Antigua's finest local restaurants."

The Marina is a base for the RORC Caribbean 600 in February, hosts the Jolly Harbour Valentines Regatta organized by the JHYC also in February and the Jolly Harbour Yacht Club Regatta in November. The Yacht Club holds informal races every Saturday afternoon that later are the talk of the town as crews congregate at the West Point Bar.

In the future, says Lucas, "We will continue to provide excellent customer service and to upgrade our facilities to ensure that we keep customers coming back year after year."

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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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THE SCHOONER COLUMBIA'S CARIBBEAN DEBUT

ANTIGUA STORY AND PHOTOS BY JAN HEIN



When *Columbia*, the replica of a 141ft Gloucester Fishing Schooner, rounded the point into Antigua's Falmouth Harbor for the first time, nearby bars and eateries emptied out. Customers fled their seats, hurrying dockside to check out the vessel that had taken the yachting industry by storm. She was there for the 2016 Classic Yacht Regatta, one of several stops on an inaugural Caribbean voyage, to race in a fleet she would dominate in size, beauty and historical significance.

Launched in 2014, *Columbia* was built in Panama City, Florida at the famed Eastern Ship Building Group, but her incredible backstory began nearly a century before.

The original *Columbia*, designed by William Starling Burgess, was built to withstand the wrath of the Grand Banks. Launched on April 17th 1923 from the Dana Story Shipyard in Essex, Massachusetts, she was rigged with few sails for a short fishing season – just enough to qualify for an impend-



ing race. Official measurements were taken in October, right before the match with the 160ft Canadian schooner *Bluenose* that would land her in the history books.

Captain Ben Pine sailed the schooner to Halifax intent on winning the International Fisherman's Race but *Bluenose*, captained by Angus Walters, was the victor in the first contest. The second race was awarded to *Columbia* after a protest when *Bluenose* passed to the wrong side of a buoy. Captain

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Walters refused to accept the committee's decision and left for Lunenburg ... taking the trophy with him. That disagreement caused the race a seven year lapse and left all to wonder, which was the fastest boat?

Sadly, the world would never know. On August 27th 1927, a wicked storm struck the fishing banks off Canada's Sable Island in an area known as the Graveyard of the Atlantic. Five vessels, including *Columbia*, went down with all hands. The schooner was lost but not forgotten, thanks to the drive and dreams of one man.

Brian D'Isernia, the heart and soul of *Columbia's* replica, is a man of determination. He's also the founder and owner of Eastern Shipbuilding Group, a yard known for building big tugs, fireboats, ferries, supply ships and fishing boats – all tough, all steel. *Columbia* was their first yacht.

The idea to one day replicate a fishing schooner began early on for D'Isernia and was reinforced when he gave up a job in law to fish the Grand Banks. Fishing turned to boatbuilding

Deadeyes are sculpted of lignum vitae. Over 100 blocks came from third generation builder, Arthur Dauphinee, in Lunenburg. Hand stitched leather covers some blocks along with hoops, chafe spots and gaff clappers.

when he went on a hunt for the perfect vessel and found nothing to meet his standards. Among the first boats built at ESG was D'Isernia's own *Andrea Gale* and *Hannah Boden*, both made famous by *The Perfect Storm*.

In 1997, D'Isernia found the original blueprint drawings of *Columbia* in the archives of the Essex Shipbuilding Museum in Massachusetts. He sent them to John W. Gilbert & Associates in Boston, to be adapted for construction with steel.

The main salon of Columbia



Jake Stevens, a renowned shipbuilder, began his job as project manager by studying the plans, researching and recruiting the perfect team of talented craftspeople. "I can build a ship," he said, "but we had no experience building from the deck up."

John Steele, from Lunenburg's Covey Island Boatworks, was instrumental in the construction of the masts and booms, laminated with select Douglas fir. The topmasts are Sitka spruce. Steele enlisted his son Dorian, a master of traditional rigging who began the job knowing "Brian wanted to do the rig as if it was going in a museum."

Deadeyes are sculpted of lignum vitae. Over 100 blocks came from third generation builder, Arthur Dauphinee, in Lunenburg. Hand stitched leather covers some blocks along with hoops, chafe spots and gaff clappers. The entire rig is old-school perfection.

One of Jake Steven's points of pride are the stanchions, 65 per side, each different. His objective – to make it impossible to see where steel ended and wood began – paid off. Anyone

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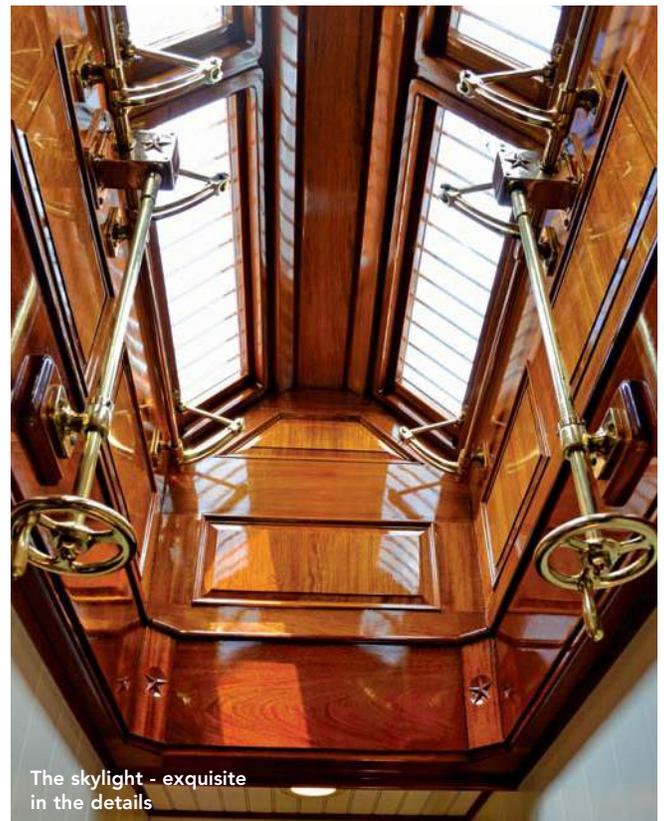
lucky enough to stand on that deck feels wood, history – the soul of the Gloucester Fishing Schooners.

The interior of the boat is understated elegance, created for the large and growing D'Isernia family. The galley and main salon are one 'great room'. Crew bunk out in the foc's'le as the fishermen did, in staggered formation along the hull.

There wasn't enough wind at Antigua's Classic Yacht Regatta to test the talent of *Columbia* but no one complained. The lucky sailors aboard felt the honor and wonderment for the men who fished from similar decks for days and weeks at a time.

Someday, *Columbia* will have a race not unlike the contest between her predecessor and *Bluenose*. In the ESG yard sits a second schooner hull. Masts, rig, and sails are finished; all awaiting a new owner. That match, like the one between Angus Walters and Ben Pine, will carve a deep mark in the history of sailing. ☺

Jan Hein and her husband, artist Bruce Smith, divide their time between the Caribbean the Pacific Northwest with a boat and a life at each end: www.brucesmithsart.com



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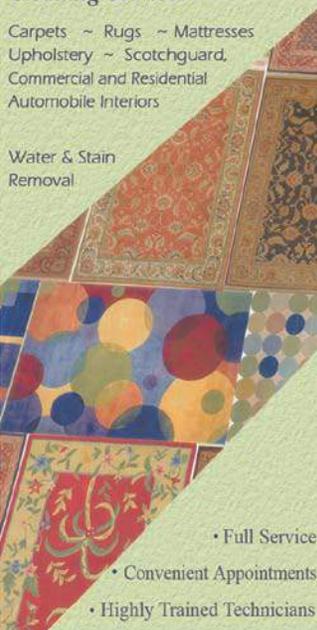
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DEREK BONGAERTZ WINS CURAÇAO SUNFISH CHAMPIONSHIP

CURAÇAO



On the Podium (from left): Tijn van der Gulik (2nd), Derek Bongaertz (Champion) and Darius Béréños (3rd)

The 43rd National Championship for the Sunfish Class, organized by the Curaçao Sunfish Sailing Association, was held the third weekend of September. Sunfish sailors battled over two days for the prestigious title of Champion of Curaçao, both days with plenty of wind, competing on long distance courses in the morning and short ones in the afternoon. This traditionally popular class on Curaçao has produced a couple of world champions for the island in the past. The National Championship is certainly one of the more important races during the year, where younger and more experienced sailors, including four former champions, competed and did their utmost to finish at the top.

The local sailors were joined by six fierce competitors from Bonaire, all of whom sailed downwind for seven hours on Friday to be there for the start of the regatta.

Derek Bongaertz dominated the competition finishing tops with an 11 point advantage and sailing a total of five bullets. Sipke Stapert, from Bonaire, ended the weekend in second place while multiple former champion Jürgen Schneider took third place. Bongaertz (17), also won the Youth title followed by youngsters Tijn van der Gulik and Darius Béréños.

During the prize giving, CSSA President Alex Roose announced that Bongaertz, van der Gulik and Béréños will represent Curaçao in November at the Sunfish Youth World Championship in Cartagena de Indias, Colombia.

EDITOR'S NOTE: Competing in the Senior division will be the masters Cor van Aanholt a former Olympian and the 1980 Sunfish World Champion, and Jan Burgers.



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BONAIRE STORY BY CAROL BAREUTHER
PHOTOS BY CISCA RUSCH



Time to celebrate – the crew of *La Dolce Vita*, winners in Racing Class 2 and Overall Winners of the 2016 Bonaire Regatta

Junior sailors ruled at the 49th Bonaire Sailing Regatta and Festival, held in October on Kralendijk's Bay just north of Klein Bonaire. Out of six categories, Curaçao's Sea Scouts from the Mgr. Verriet Group picked up trophies in two categories: Racing and Optimist dinghy. Adult sailors also took their turn on the podium as the regatta featured over 50 entries from Bonaire, Aruba and Curaçao.

"The racing class was very excit-



ing because there were four J24s which raced against each other. Right up until the end the result wasn't sure," explains Annelies Ackermans-Selling, group leader of the Sea Scouts, which had crews of six scouts each, boys and girls between 15 and 24 years of age, aboard the *La Dolce Vita* and *Chamba II*. "In the last race, *La Dolce Vita* with Captain Derek Bongaertz won Racing II Class and Overall Racing category while *Chamba II* scored second place. So, the Sea Scouts were all winners."

Three Sea Scouts, all under age 13, participated in the Optimists. Sarinah Kleinmoedig placed second in C-class.

"The most exciting part of the Bonaire Regatta is when all the participants and volunteers come together for this event. We, as a group of 20 people, stay together like a camp. We sleep together, eat together, sail together and it's fun to see the teamwork around it," says Ackermans-Selling, whose late husband Jan Ackermans, a multi-time winner at this regatta, donated his J24, *Chamba II* to the Sea Scouts to keep his legacy alive. "It is a competition, but every person is excited for the other. That solidarity is what made it great and it was a wonderful thing to experience and is in my opinion the true meaning of the Bonaire Regatta. That is, coming together to sail."

In the Cruising class, it was Eric Mijts, organizer of the annual Aruba Regatta, who won aboard his 1963-built steel yawl, *Eva Luna*.

"There is a lot of close racing in the Cruising class, especially in the decades old rivalry between us and *Venus Callipyge* (Defender 29) as well as *Melody* (Jeanneau 34). These last two boats are from Curaçao, and we all race each other in Bonaire, Curaçao and Aruba. The closest racing was when *Venus Callipyge* managed to block *Eva Luna* from tacking, so both boats overshot the finish line by several boat lengths. In the end *Eva Luna* managed to win the regatta, but the tactics by *Venus'* captain Hans van der Straaten were brilliant," says Mijts, who has sailed in the Bonaire Regatta 14 times, won five times and successfully defended his Cruising class win from last year.

In other categories, Sipke Stapert and Bruno Brouwers won in Sunfish; Bas van der Gulik, Jayson Montesant and Stefan Tromp the A, B and C Optimist classes, respectively; Aron Etmon in windsurfing and *Red Dragon* in Solar boats.

"We had a fantastic regatta with happy sailors who were enthusiastic about this year's edition," says regatta director, Viktor Wijnand. "Next year we celebrate the Bonaire Regatta's 50th anniversary. Exact dates are forthcoming, but it will be in early October 2017."

For full results, visit: www.bonaireregatta.org






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THE LAND OF MANY WATERS

GUYANA STORY BY MARK STEVENS

ALL PHOTOS BY SHARON MATTHEWS-STEVENS: WWW.SHERRYSPIX.COM



Night has fallen on the Rupununi River in the jungles of Guyana, the stars overhead bright as a Las Vegas skyline.

We're chugging upstream in a battered aluminum runabout, underwater deadheads thudding against the hull every few minutes. Unnerving.

More unnerving is our quest. The boat in front of us flashes a spotlight across the water. The light focuses on a pair of reflected eyes in the water.

Both boats throttle down and the men in the first boat prepare a sort of noose.

These Amerindian adventurers, navigating a river roughly two hundred miles from the nearest sizeable human settlement, are about to catch a black caiman, Guyana's answer to alligators. They will trap it, bring it to the nearest sandbar, weigh, measure, tag and release it.

While we will not be doing any wrestling, we will be close to the action, actually doing some of the measurements. Really close.

The name of this country, Guyana, is Amerindian for 'Land of Many Waters', which is no misnomer. You've got the Caribbean off Georgetown, the capital. You've got nearly fifty rivers.

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took down two cows on a riverside bluff, I'm thinking they should call Guyana the 'Land of Many Adventures'.

Case in point: the search for the nest of the Harpie eagle.

Somewhere between Surama Eco Lodge in a savannah surrounded by the emerald Pakaraima Mountains and Iwokrama Rainforest our guide, a native Macushi, leads the way along switchback turns, past trees that reach skyward, trees with trunks as big as compact cars. We clamor over rock outcroppings, we listen to a chorus of birdcalls, we stop when Kenneth points out a bright blue iridescent butterfly. "Good luck," he says.

Said luck finds us later that day. We climb a rock-strewn ridge, grasping tree roots and rocks, passing through a gigantic cavern into a glade that is home to the cock-of-the-rock, a bright orange bird with a crown worthy of royalty. We see two of them on these steep slopes, stark contrast to a panorama that boasts a thousand shades of green. It is one of those moments you never forget.

Same for a journey down the Burro Burro River in another aluminum runabout. Waters rush past for a while, jade-colored canyons rise up from the shores, then the river widens a bit and our guide stops the boat and we just float, craning our necks toward the tops of trees a hundred feet high, perched like mountain goats on cliffs two hundred feet high.

"Look," he whispers, and the tree branches are dancing as a pack of capuchin monkeys flit from branch to branch. Two or three stop and scowl down at us. "Show-offs," he says with a snort.

One morning, touring a village called Rupakari, we stroll down a gravel path to a pond, where a woman accompanied by several children washes her clothes shore side, where a man takes off his shirt and proceeds to swim to a nearby island to bring back an errant cow. Neither people nor the cow seem worried by the fact that a caiman maybe ten feet long lurks in these selfsame waters.

The night before, the night of the caimans, we shared lies and

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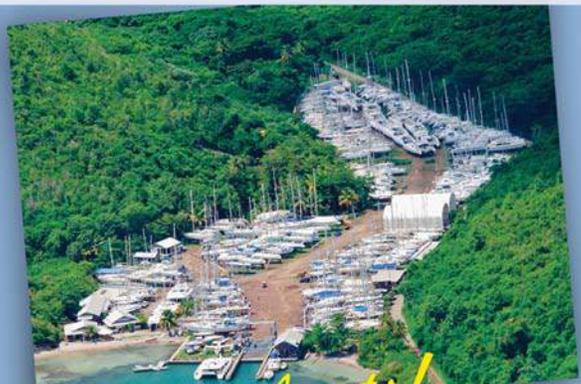
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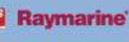
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beers with the locals who'd taken us out on the water. One told me then how a caiman had killed his brother.

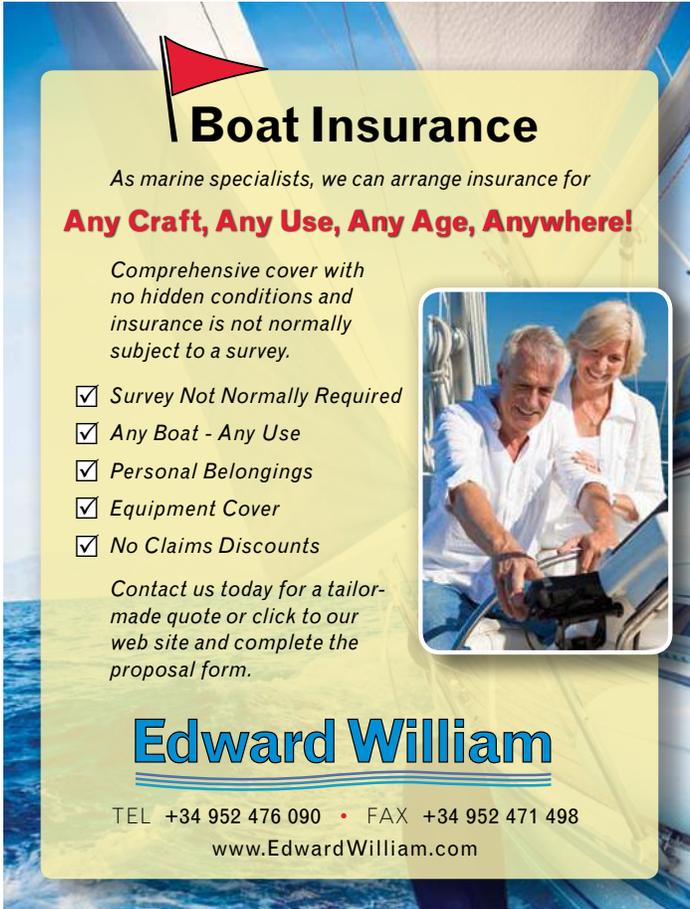
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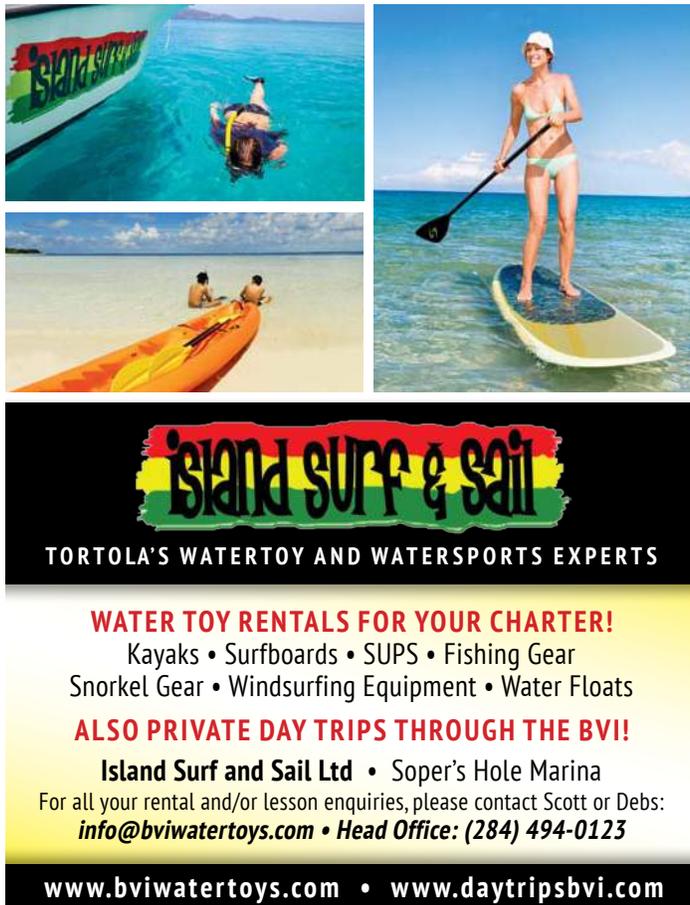
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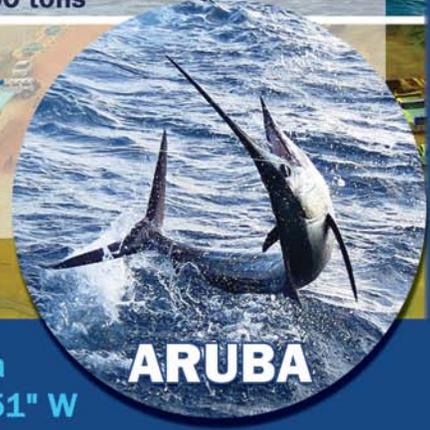
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Tortola, BVI	Soper's Hole	18°23' 46"	-64° 41' 53"	(284) 495-3349	7'	65'	18' and 40'	no limit	110/220	8-5, Mon-Sat	45	•	•	•	•	•	•	•
Tortola, BVI	Tortola Yacht Services	18 25 N	64 37 W	(284)-494-2124	10'	68'	20'	no limit	220V, 50A, 110V, 30A	7-4, 7days	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	Clarks Court Boatyard & Marina	12° 00.6' N	061° 44.0' W	473-439-3939	11'	150'	37'	0	110/220; 50Hz	7:30am-4:30pm	242	•	•	•	•	•	•	•
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° 23.06 W	507-6619-5601	10'	65'	20'	no limit	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	120/208V single & 3 phase; 30, 50, 100 & 200 amps; 60 Hz	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	120V- 480V, 30/50/100/125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	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	•	•	•	•	•	•	•
Turks & Caicos	Caicos Marina & Shipyard	21.45.57N	72.10.47W	649-946-5600	9	150			30/50/110 amp	24x7	75	•	•	•	•	•	•	•

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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SOUTHEAST U.S. MARINAS

All At Sea's Southeast U.S. Marinas Guide

				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
Deltaville	VA	Deltaville Yachting Center www.dycboat.com	804-776-9898	10'	70'	78	•	30/50 Amp	•	•	•						16	FREE
Morehead City	NC	Morehead City Yacht Basin	252-726-6862	8'-10'	200'+	88	•	30/50/100 Amp	•	•	•	•	•	•	•		16	FREE
Beaufort	NC	Jarrett Bay Boatworks	252-728-7100	10'	135'	30	•	30/50/100 Amp		•	•	•				•	16	FREE
Fort Pierce	FL	Fort Pierce City Marina	772-464-1245	7'	150'	240	•	30/50/100 Amp		•	•	•	•	•	•	•	16/78	FREE
Clear Lake Shores	TX	Legend Point Condominiums & Marina www.legendpointmarina.com	281-334-3811	7'	48'	254	•	30/50/100 Amp	•			•	•					

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SOUTHEAST U.S. BOATYARDS

All At Sea's Southeast U.S. Boatyards Guide

					Maximum Draft	Maximum Length	Maximum Beam	Maximum Air Draft	Power	Arrival Hours	Lift Type/Capacity	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facility
Deltaville	VA	Deltaville Yachting Center www.dycboat.com	804-776-9898	10'	70	19.6'	no limit	30/50 Amp	8-4:30 M-F/ 9-4:30 S	50 ton travelift	•	•	•	•	•	•	•	•
Washington	NC	Washington Yacht Service	252-975-2000	7'	70'	21'	no limit	30/50 Amp	24x7	50 ton travelift	•	•	•	•	•	•	•	•
Beaufort	NC	Jarrett Bay Boatworks	252-728-2690	10'	130'	30'	no limit	30/50/100 Amp	24x7	50/75/200 ton travelift	•	•	•	•	•	•	•	•
Beaufort	NC	Beaufort Marine Center	252-728-7358	10'	130'	30'	no limit	30/50/100 Amp	8-4:30 M-F	50/75/200 ton travelift	•	•	•	•	•	•	•	•
Beaufort	NC	Moore's Marine Yacht Center	252-504-7060	10'	130'	30'	no limit	30/50/100 Amp	8-4 M-F	50/75/200 ton travelift	•	•	•	•	•	•	•	•
Beaufort	NC	True World Marine	252-728-2541	6'	100'	20'	no limit	30/50 Amp	8-5 M-F	75 tons	•	•	•	•	•	•	•	•
Thunderbolt	GA	Thunderbolt Marine Inc.	912-352-4931	14'	180'	36'	no limit	30/50/100 single and 3 phase	24x7	150 ton travelift/ 1150 ton Syncrolift	•	•	•	•	•	•	•	•
St. Petersburg	FL	Progressive Marine Service/Boat Yard	727-822-2886	10'	100'	26'	no limit	50 Amp	8-4:30 M-F; Sa-Su by app't.	40/94 ton travelift	•	•	•	•	•	•	•	•
Gulf Shores	AL	Saunders Yachtworks	251-981-3700	10'	130'	28'	74'	30/50/100 Amp 3 phase	24x7	165 ton travelift	•	•	•	•	•	•	•	•
Mobile	AL	Dog River Marina	251-471-5449	8'	85'	22.5'	75'	30/50/100 Amp 3 phase	24x7	70 ton travelift	•	•	•	•	•	•	•	•
Orange Beach	AL	Saunders Yachtworks	251-981-3700	6'	85'	21.5'	no limit	30/50 Amp	7-5 M-F/Sa-Su by app't.	60 ton travelift	•	•	•	•	•	•	•	•

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3



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4



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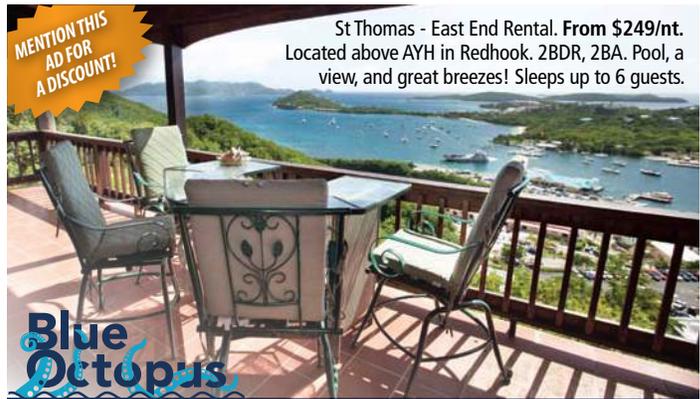
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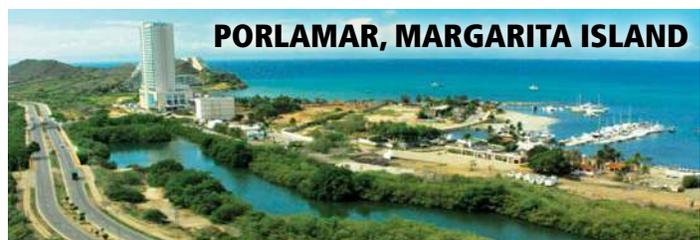


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5 **POINTE BLANCHE, ST. MAARTEN.** Delight in captivating views of the ocean and St. Barths in the distance from this 3 BR/2 BA condo on the island's eastern shore. The bright and airy interior allows the natural sea breeze to circulate throughout the unit. The property is located 5 minutes from the bustling sea port of Philipsburg, with the Boardwalk on Great Bay Beach offering dozens of waterfront restaurants, bars and duty free shops. Price: US \$249,000

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6 **WOODLANDS BEACH, MONTSERRAT.** Beautifully situated in the lush hillsides, but only a 5-minute drive to Woodlands Beach, this gorgeous recently-renovated 4 BR/4.5 BA villa is 5000-sq-ft and sits on 1.2 acres. Features include 2 car garage, workshop/studio, pool, newly installed kitchen with stainless appliances, and new furniture. Panoramic ocean views and sunsets all year around. In season, trees on the property produce avocados, grapefruit, orange, lime, mango, coconut, bananas and guava. Price: US \$585,000

SUSAN MACLEOD EDGEcombe, Tradewinds Real Estate
tradewindsmontserrat@gmail.com
www.tradewindsmontserrat.com
Office (664) 491-2004 | Cell: (664) 495-2004



7 **WESTERHALL POINT, GRENADA.** Exquisite 5 BR/5.5 BA waterfront villa sits in a prime residential neighborhood on half-acre of beautifully landscaped gardens that slope gently to the water's edge. Property boasts a private dock fully equipped with electricity and water in a bay that allows for deep anchorage. There is also a fully equipped self-contained staff quarters. Located just 20 minutes from the International Airport and 20 minutes from downtown St. George's. Price: US \$2,200,000

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paula@C21grenada.com | www.c21grenada.com
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8 **HATO, BONAIRE.** This lovely oceanfront 4 BR/4.5 BA villa enjoys some of the finest views on the island, including the entire north end of Bonaire and Klein Bonaire. As you enter the home the first thing you will see is the ocean! A large veranda overlooks the water and your own private pier. Custom made hardwood stairs lead from the veranda directly to the large sandy beach and easy ocean access for both divers and snorkelers. Price: US \$925,000

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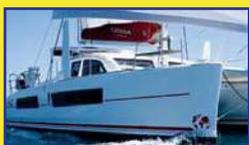
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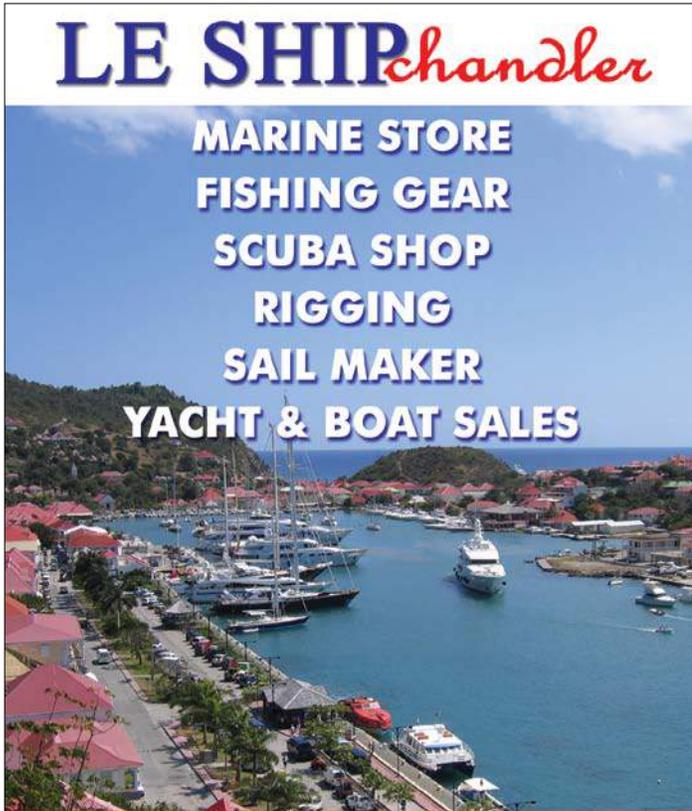


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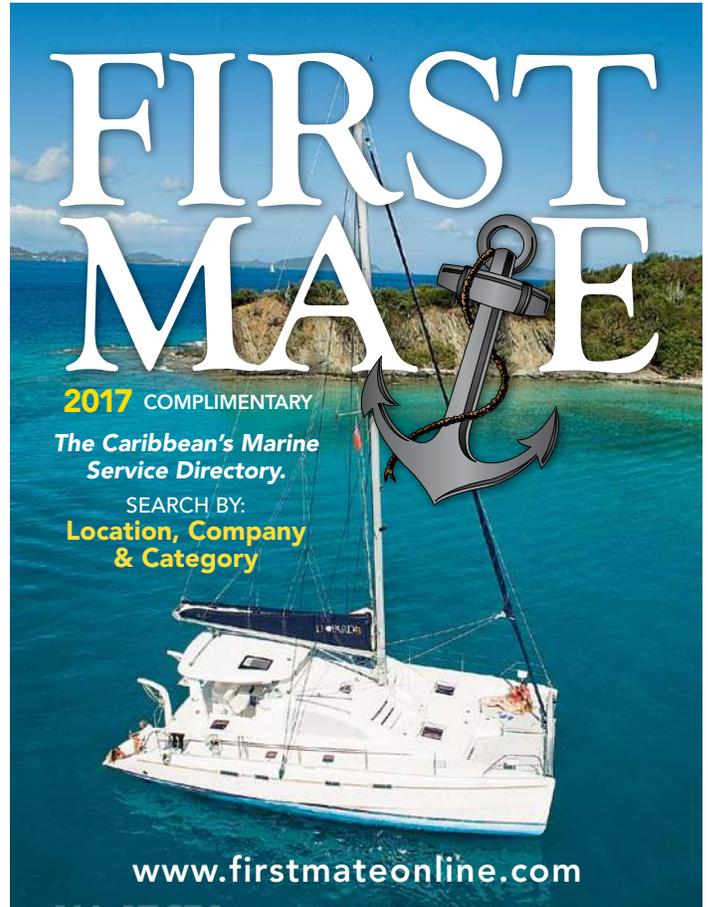


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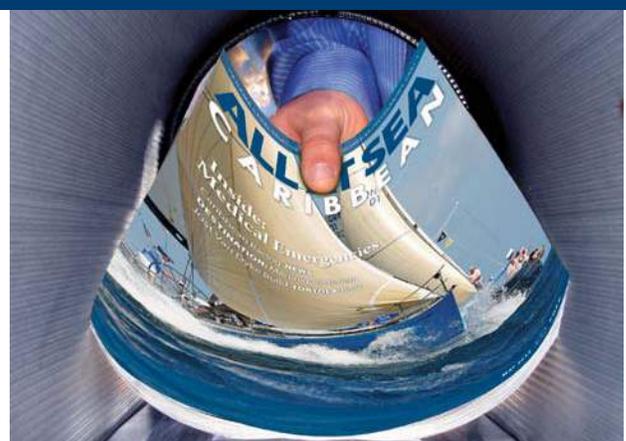
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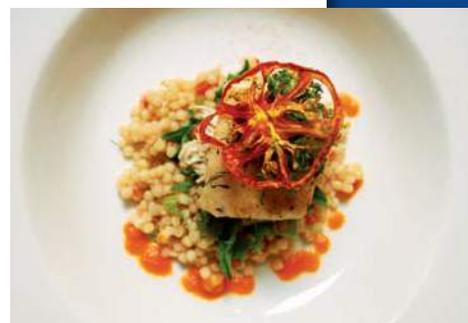
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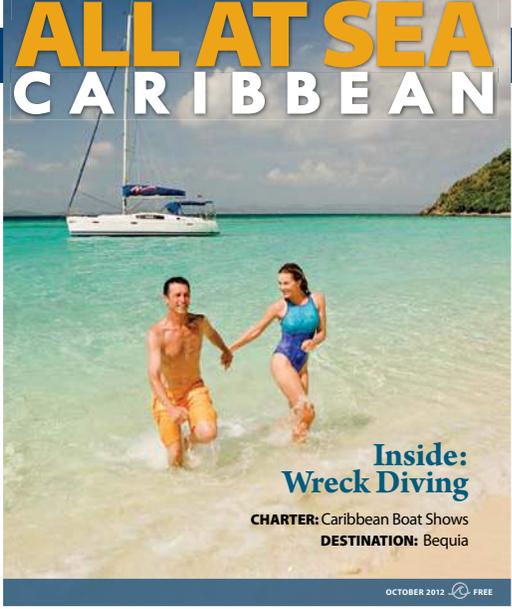
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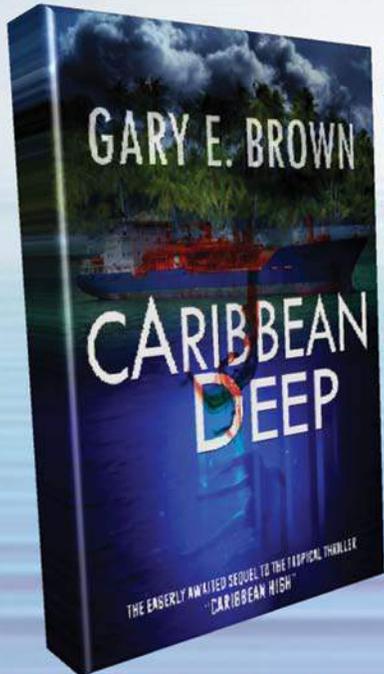
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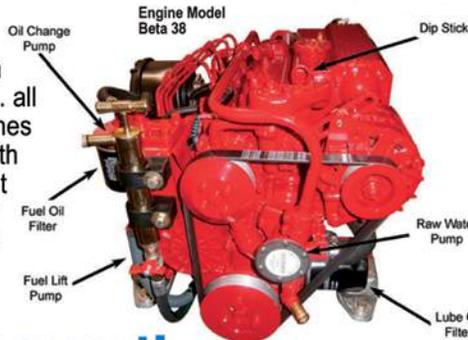
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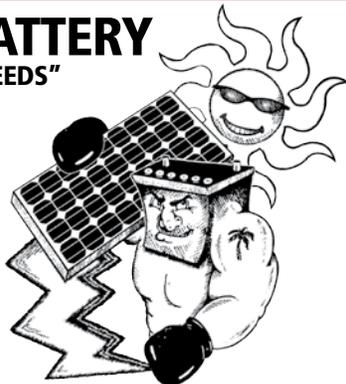
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FESTIVE FUN FROM FRANCE

THE DISH BY CAP'N JAN ROBINSON

Lyon, France, is described as the 'world capital of gastronomy'. In October, I was fortunate enough to be invited by Creative Travel of Belmont NC, to join them on the latest new-build to Uniworld's boutique riverboat fleet, the 443ft S.S. *Catherine*; christened by Catherine Deneuve. Their homeport is Lyon and it is there that I visited the famous Paul Bocuse Restaurant and the lively and well-known Le Halles Food Market. We cruised the Rhone River, including Burgundy, Provence, Macon, and Viviers. We visited a truffle farm, hiked through the Hermitage Vineyards and sampled many fine wines, and walked through some of the villages that inspired Van Gogh, Cézanne, and Gauguin.

While docked in Tarascon, we drove through The Camargue to a very charming town - St Mary's By the Sea. Our cruise ended in Avignon. Onboard we enjoyed excellent cuisine and services along with luxurious ambiances! This month, I have included a photo idea from the S.S. *Catherine* menu that I thought would be wonderful yet easy to make starters for your Christmas meal along with two very 'Christmassy' recipes.

When thinking about the crowning glory of your Christmas meal, make sure that it's organic, free range, or locally sourced.

ROASTED PEAR AND BUTTERNUT SQUASH SOUP

Prep time: 25 minutes. Cooking time: 45 minutes. Serves: 6

- 2 ripe Bosc pears, peeled, quartered and cored**
- 2lb butternut squash, peeled, seeded and cut into 1-inch chunks**
- 2 medium tomatoes, cored and quartered**
- 1 large leek, pale green and white parts only, halved lengthwise, sliced and washed thoroughly**
- 3 cloves garlic**
- 3 tbsp extra-virgin olive oil**
- ½ tsp sea salt, divided**
- Freshly ground pepper, to taste**
- 4 cups vegetable broth**
- GARNISH: 2/3 cup crumbled Stilton or other blue veined cheese**
- 1 tbsp thinly sliced fresh chives or scallion greens**

Preheat oven to 400°F. In a large bowl, combine pears, squash, tomatoes, leek, garlic, oil, ¼ tsp salt and pepper; toss to coat. Spread



SHRIMP COCKTAIL - Shrimp with a cognac cocktail sauce on crispy lettuce salad with lemon and Melba toast

evenly on a large rimmed baking sheet. Roast stirring occasionally, until the vegetables are tender, about 45 minutes. Let cool slightly. Place half the vegetables and 2 cups broth in a blender; puree until smooth. Transfer to a large saucepan. Puree the remaining vegetables and 2 cups broth. Add to the pan and stir in the remaining salt.

Cook the soup over medium-low heat, stirring until hot, about 10 minutes. Divide among 6 bowls and garnish with the delicious stilton and fresh chives.

TIP: Make ahead, place in containers - cover and refrigerate for up to 3 days or freeze for up to 1 month. You can add more broth when reheating.

HINT: You can serve this soup as a first course or with a salad and crusty bread for lunch or a light supper.

SWEET POTATO CRANBERRY APPLE HASH

Prep time: 5 minutes. Cooking time: 10 minutes. Serves: 2 - 4

- 1 cup apple cider**
- 1 lb sweet potatoes, cut into ¼-inch cubes**
- ½ cup dried cranberries, chopped**
- Garnish: 2 tbsp sliced almonds**
- 2 apples, cut, cored, and chopped**
- ¾ cup shredded red cabbage**
- 1 tbsp maple syrup**

Warm the cider in a skillet over medium heat. Add the sweet potatoes and cover. Cook for 4 - 5 minutes. Add the cranberries, apple, and cabbage, cook for 2 minutes. Add the syrup, stir to coat. Season with salt and pepper. Top with the sliced almonds.

Hint: Great for a quick lunch or side dish with your turkey!

Capt. Jan Robinson's Ship to Shore Cookbook Collection is available at your local marine or bookstore. Visit www.shiptoshoreINC.com email CapJan@aol.com.



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