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IT'S FIVE O'CLOCK SOMEWHERE!

((For our vacation this year we're chartering a boat in the Caribbean." Now there's a showstopper to drop into the middle of a conversation, one that will grab your listeners attention and quite a few envious glances to boot. Thoughts of a Caribbean vacation are enough to infuse a vigorous glow, but add a boat to your dreams of endless blue skies, warm sea, golden beaches and cocktails served to you under the stars, and the allure goes off the scale. A Caribbean sailing vacation, crewed or bareboat, tops many a bucket list. In this edition of *All At Sea*, we take a look at the world of Caribbean charter from the inside by interviewing those who work in the industry and previewing the Caribbean charter yacht shows, those nautical extravaganzas designed to place the right boats and crew with guests from around the world. Beyond those already working in the industry are couples and individuals whose dream it is to run a charter business and I receive emails asking advice on how to add their own boat to the charter fleet or become a captain running a boat on behalf of an absent owner. Are such things even possible in today's crowded market? Well, yes, it's possible, but the swashbuckling days of 'turn up and give it a go' are long gone and positioning yourself in the charter boat market now takes a high degree of skill, dedication and cash. Competition is fierce and to prosper you better have something good and, if possible, different to offer. To answers

a few of these questions our senior writer Carol Bareuther spoke to many of the top Caribbean brokers, captains and crews who spoke candidly, offering top tips about what it takes to become legally established in the charter trade. Her article is on page 76.

EVERY MONTH,
Gary records a
podcast of his Column.
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allatsea.net or
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It's not often I disagree with Cap'n Fatty Goodlander. When it comes to cruising there's not much our regular columnist, a three-time circumnavigator who has lived aboard for 56-years of his life, hasn't seen or experienced in his sailing career. However, when it comes to life rafts, Fatty and I are on different tacks. In his article this month, Fatty talks about safety equipment and questions the need for carrying a life raft. In support of his ideas, Fatty quotes high latitude, wooden boat circumnavigators Lin and Larry Pardey who say they never owned a life raft because



PHOTO: ALPHA DU CENTAURE

"the boat itself is our life raft." This is dangerous thinking and should be treated as such by those new to cruising. I have interviewed couples and individuals who owe their lives to the fact they were carrying a life raft. All those I interviewed stepped up into their life raft after the mothership was catastrophically holed following a collision with a semi-submerged shipping container or a large whale. Every one of them fought hard to keep their boat afloat but lost the battle. Safety equipment and what you should carry has always been a contentious issue amongst sailors. Some equipment is mandated by law as for the rest, it's down to the individual. Choose wisely.

When visiting the Caribbean, sailing or land-based, no island jaunt is complete without sampling the magnificent cocktails that the region has to offer. Caribbean bartenders are friendly and inventive and you shouldn't let their skills go untried. I drank my first piña colada when I arrived in the islands and tried all the 'umbrella' drinks and endless variety of rums that the West Indies are famous for. Since those hedonistic days my alcohol intake has gone down ... a lot, but the cry "the sun is over the yardarm" or "it's five o'clock somewhere" still makes me chuckle and to prove I haven't given up drink altogether, on page 40 you'll find *All At Sea's* Ten Top Caribbean Cocktails chilled for the sipping.

See you on the water!

Gary E. Brown,
Editor



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OCTOBER 2017 @

The Caribbean's Waterfront Magazine



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COVER SHOT: This could be you - Charter yacht *Xenia 50*
at anchor off Privateers Bay, BVI. | **Photo: Rainbow Visions**

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PHOTO COURTESY CURAÇAO MARINE

NEXT MONTH IN ALL AT SEA:

We take a look at what's new in Rallies to the Caribbean

ALL AT SEA CARIBBEAN

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WHERE IN THE WORLD?

Congratulations everyone and thanks for reading *ALL AT SEA*!



All At Sea certainly had a strong presence in Bermuda during the America's Cup. Here's another photo sent in by readers who traveled there to see the high-flying sailing action.

Amy and Hal Tayler, from St. Thomas; Laura and John Brego, from St. John, and Abrie and Sue Cilliers, also from St. Thomas were in Bermuda supporting US Team Oracle. When their team lost the Auld Mug, they took it in their stride and started planning. "It looks like we'll be going to New Zealand in four years' time," the group said with a grin.

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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Team D'Rog Top Boat,
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Trinidad

CARIBBEAN NEWS



B Dock at IGY's Ortega Landing

ISLAND GLOBAL YACHTING EXPAND THEIR PORTFOLIO ONCE AGAIN

Island Global Yachting Marinas have expanded their robust portfolio with the addition of Ortega Landing in Jacksonville, Florida. The new marina builds upon IGY's growth strategy, as this will be its first facility in North Florida. Ortega Landing will join the company's impressive lineup of international marina destinations as the third facility in the sunshine state, following One Island Park, Miami Beach, and Maximo Marina, St. Petersburg.

"IGY Marinas has always placed Florida at the top of our marina expansion list. Jacksonville, and in particular Ortega Landing, is a terrific complement to our dynamic and growing marina destination portfolio," said Tom Mukamal, CEO of IGY Marinas.

IGY has appointed Cam Melangton as Ortega Landing's new general manager. An industry veteran with more than 25 years of experience, Melangton's career encompasses the management of sales, marketing, media, financials, business development, client relations, entertainment, hospitality, travel programs and event operations for Fortune 500 companies and marina management for exclusive yacht clubs.

As part of the integration process, IGY will leverage existing relationships within its extensive network of commercial and industry partners, host special events and conduct community outreach initiatives through the company's philanthropic arm – Inspire Giving through You.

Ortega Landing boasts 192 concrete slips that provide protected anchorage in a cove that is ideally positioned to shelter yachts from weather conditions. The marina has the ability

to accommodate vessels up to 70 feet (21m), and can also host vessels up to 130 feet (40m) using its T dock heads.

For more information on Ortega Landing, email Cam Melangton: CMelangton@igymarinas.com. For information on IGY Marinas, visit www.IGYMarinas.com

WAITT INSTITUTE HOST KIDS OCEAN CAMP ON BARBUDA

The Waitt Institute hosted the fifth annual Kids Ocean Camp in late July. The camp provided 31 students ages 7-12 with the opportunity to explore Barbuda's marine environment first-hand through ocean-themed activities, lessons and field trips.

Sponsored by the Waitt Institute, and led by Veta Wade, founder of Aqua Montserrat and Fish'n Fins, the week-long camp taught children about ocean conservation and marine biology around Barbuda. Activities also included swimming, snorkeling, field trips to local beaches, a boat trip to the Frigate Bird Sanctuary, and a pier cleanup.

"These camps get students out of the classroom and encourage hands-on learning about the ocean, in the ocean," said Waitt Institute Site Manager, Robin Ramdeen.

This year's camp received support from a diverse group of government agencies. Children had lessons from Barbuda Fisheries staff, Department of Environment Education Officers, Barbuda Council members, and secondary school teachers. This was the first time the Antigua & Barbuda De-

EVENT CALENDAR

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

BOAT SHOW:

ANNAPOLIS, MD

OCTOBER 5 - 9

US Sailboat Show

www.annapolisboatshows.com

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OCTOBER 12 - 15

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CRUISING RALLY:

HAMPTON, VA

NOVEMBER 1 - 16

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carib1500@worldcruising.com

NOVEMBER 2

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www.saltydawgsailing.org

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NOVEMBER 3 - 5

Captain Lowell Wheatley Memorial Game Fish Tournament

www.bvisportfishingassociation.com

ARUBA

OCTOBER 26 - 29

Presidential Aruba Caribbean Cup

www.preschallenge.com

BEEF ISLAND, BVI

OCTOBER 22

BVI Sportfishing Gamefish Shootout

www.bvisportfishingassociation.com

CUBA

OCTOBER 25 - 28

Hemingway Marina Wahoo Shootout

www.CubaWahooShootout.com

954-925-2020

PUERTO RICO

OCTOBER 27 - 29

Puerto Del Rey Billfish Tournament

www.puertodelrey.com

marina@puertodelrey.com

ST. CROIX, USVI

OCTOBER 14 - 15

Annual Golden Hook Guy Gay Reel Challenge

www.fishstx.com

GHFC@fishstx.com

340-773-4693

SAILING REGATTA:

ST. MAARTEN, NA

OCTOBER 14

St Maarten Simsaf Regatta

director@bigboatseries.com

TORTOLA, BVI

OCTOBER 10 - 19

Moorings Interline Regatta

www.moorings.com/vacation-options/regattas/moorings-interline-regatta

OCTOBER 21

Willy T Virgins Cup Race

www.rbviyc.org

cpnsailingrbviyc@gmail.com

284-494-3286

OCTOBER 28

Annual Foxy's Cat Fight

foxysbar.com/halloweencatfight/

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EIGHT BELLS

Peter Deeth

**Admiral Peter Deeth**

Admiral Peter Deeth, who has died aged 92, was the founding member, Commodore several times, and avid supporter of the English Harbour Yacht Club, later renamed the Antigua Yacht Club. Born in Leigh-on-Sea, England, Peter briefly attended Oxford University before being sent to Canada to train as a pilot for the Royal Air Force in 1942. He flew for the RAF until 1947, ending up in command of a B24 bomber in the Far East. He then moved to India to join his father's import-export business where he met Ann and bought his first boat, *Kelpie*, which they raced successfully together. They married in 1954 and moved to Trinidad in 1957, after Peter retrained as a commercial airline pilot and was hired by British West Indies Airlines. A detached retina forced an early retirement from flying and brought Peter, Ann and daughters, Alison and Astrid, to Antigua in 1960 where they added son, Paul, and built and opened The Inn at English Harbour. They operated The Inn for 30 years helping to bring tourism and employment to English Harbour, which, at the time, was impoverished, undeveloped and little visited. Given his passion for sailing, Peter, along with Desmond Nicholson and Howard Hulford, decided to start a friendly racing event to mark the end of the tourist season for hotels and charter yachts. This event, which Peter co-founded and chaired multiple times, became Antigua Sailing Week, which in 2017, celebrated its 50th edition.

Peter was an active Life Member of the AYC and ended his sailing days in the Caribbean three years ago at the ripe old age of 89.

Married 62 years, his wife predeceased him in January 2017.

ADMIRAL PETER DEETH,
BORN 16TH SEPTEMBER 1924,
DIED 9TH AUGUST 2017

partment of Environment participated in the Blue Halo Kids Ocean Camp.

"Working with kids is the way to go, it has to start with them for things to work" said Doug Beazer of Barbuda Fisheries.

We strongly believe that educating communities about the ocean is key to fostering a generation of ocean leaders and ensuring sustainable resource use in the long run," added Ute Zischka, Waitt Institute Program Manager. facebook.com/BlueHaloBarbuda facebook.com/waittinstitute

The gang at Blue Halo Barbuda Kids Ocean Camp

**SAINT KITTS, NEVIS, AND CHRISTOPHE HARBOUR CELEBRATE INDUSTRY GROWTH**

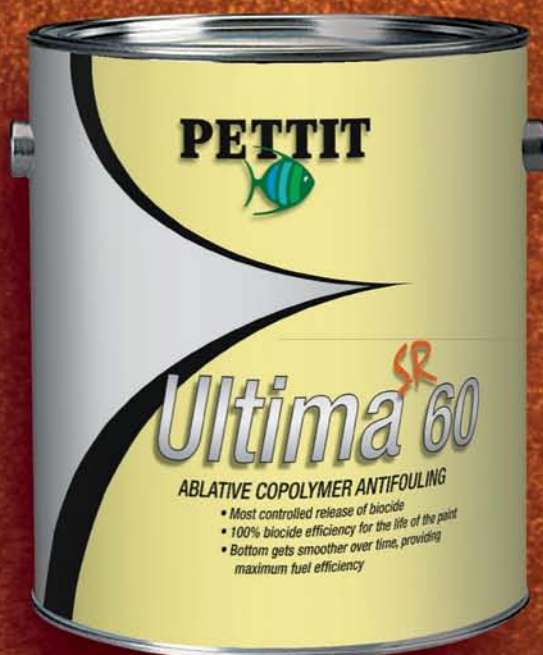
For the fifth consecutive year, the Federation of St. Kitts and Nevis and Christophe Harbour welcome news of another banner year in yachting and 20% continued growth year-on-year since marina operations launched at the Eastern Caribbean resort community. Christophe Harbour attributes this growth to an increase in repeat visits, length of stay, and vessel size throughout its second full season of operation.

The average length of vessel has increased and now surpasses 50m (164ft).

Director of Yachting Aeneas Hollins, said, "With the marina firmly established, St Kitts and Nevis is a welcomed addition to the sailing triangle that includes Antigua, St. Maarten and St Barth. Our services here are growing in line with demand, and we are getting ready for our third vibrant season at Christophe Harbour."

Such positive reverberations not only buoy the marina at Christophe Harbour, but also businesses throughout St. Kitts and Nevis. Since 2016, Christophe Harbour has reported a 60% increase in the number of local companies who do business with the marina, and this number will continue to grow along with the marina and the yachting industry.

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pettitpaint.com

NEW PRODUCTS

SUZUKI INTRODUCES DF350A 350 HP V6 4-STROKE OUTBOARD

Suzuki Marine announce the arrival of their latest model, the DF350A. At 350 horsepower, this V6 4-stroke is the largest, most powerful outboard Suzuki has built to date. In development for more than three years, it represents a significant milestone in both engineering and design.

"We have put a lot of work into this new outboard and we cannot wait to see how the market responds. We have watched with great interest as boats have gotten bigger, especially the center console market," said Yasuharu Osa-wa, Executive General Manager, Global Marine & Power Products Operation, Suzuki Motor Corporation. "Not only that, but we've seen an increasing preference for outboards on all kinds of boats that used to be exclusively stern drive or inboard. The time is ripe for this new outboard, and we think you're going to love it."

Suzuki's new flagship model features innovative contra-rotating propellers and other exclusive features.

While contra-rotating propellers are not a new technology, they have never been successfully used on outboard motors until now. The DF350A's dual propellers provide three key benefits, compact size, increased stability and greater 'traction'.

By distributing the power of the engine over six blades, instead of just three, the size of the gears and gearcase could be kept to a minimum, which in turn allowed for the design of a sleeker, more hydrodynamic gearcase. Contra-rotating propellers also provide added surface area, for more stability and increased grip underwater. This results in exceptional acceleration, or hole-shot, truer directional propulsion (eliminating steering torque), better than expected top speeds and incredible reverse thrust. Importantly, these benefits are apparent even on heavier boats with full loads of fuel, gear and people.



LED INDICATOR ENHANCES SHORE POWER CONVENIENCE

The ability to quickly verify whether shore power connections carry live current is a basic safety benefit to any boater. Hubbell Marine offers 30A cable sets with a high-intensity LED indicator that glows bright green when power is on. The presence of electricity can be confirmed at a glance, even in bright sunlight.

In addition to the LED safety feature, Hubbell 30A cable sets include arrows on the cable terminals to indicate locked/unlocked positions and provide easy alignment of the grounded prong.

The fully-molded cable design is encased in solid PVC material for superior waterproofing and a long product life. Hubbell cords also lay flat and coil neatly thanks to lightweight, flexible jute filler surrounding the internal wiring.



MAST MOUNT ADAPTS TO A WIDE RANGE OF ANTENNAS

Finding a stable, reliable platform to mount valuable antennas off a mast can be challenging. The new 4366-R Mast Mount from Shakespeare® provides a firm, robust base to install the company's SeaWatch™, WebWatch™, Web-Whip™ and stainless steel whip antennas.

Built of corrosion-resistant, non-magnetic stainless steel, the 4366-R Mast Mount

NEW 360-DEGREE CAMERA FROM GARMIN

Garmin's new VIRB 360 is a compact, rugged and fully spherical 360-degree camera. The waterproof VIRB 360 is an easy-to-use camera that captures impressive high-quality video up to 5.7K/30fps with four built-in microphones to ensure everything sounds as good as it looks in any direction. Whether you're landing the fish of a lifetime or cruising the Great Loop, the VIRB 360's 4K Spherical Stabilization makes every video smooth and steady.

The VIRB 360 has some impressable features. It can capture video with automatic in-camera stitching up to 4K at 30 frames per second and the footage can be easily uploaded for editing or sharing instantaneously. Its built-in GPS and numerous sensors provide owners with customizable G-Metrix data overlays in a new captivating 360-degree augmented reality settings, and by downloading the free VIRB Mobile app and desktop software, customers will be able to edit, stabilize, share and add data overlays to any VIRB 360 content. To make the most of the VIRB 360 experience, the camera features livestream capabilities to post to YouTube or Facebook Live with a compatible smartphone or tablet.

For information and video, go to: virb.garmin.com/en-US



Quality construction continues inside the male and female connectors. Integral strain relief bull rings alleviate conductor stress caused by waves, boat wakes or tides. Exclusive copper crimp barrel terminations provide protection against internal overheating and burn-out. These copper crimps—the same type used by power companies—provide tighter connections, better conductivity and longer life.

Marine UL and cUL listed, Hubbell Marine 30A cable sets with LED indicators are available in yellow or white in 25ft (7.62m) 35ft (10.66m) and 50ft (50.24) lengths. hubbell-marine.com

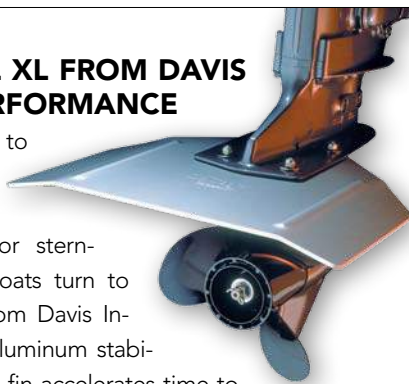


is made to last. A 1-inch, 14 threaded, hollow stud and two 5/8" mounting holes provide plenty of options to attach equipment.

The RoHS-compliant 4366-R Mast Mount is 15.75 inch long, 3.6 inch wide, 4.1 inch high and weighs 1.85lb. It installs easily on masts 3.6 inch and wider, using six screws and/or two banding strips. shakespeare-ce.com/marine

WHALE TAIL XL FROM DAVIS BOOSTS PERFORMANCE

Owners looking to boost the performance of their outboard or stern-drive-powered boats turn to Whale Tail XL from Davis Instruments. The aluminum stabilizer and ski boat fin accelerates time to plane, reduces unsafe porpoising and side-to-side motion, and levels out the ride in rough water.



The innovative device utilizes hydrodynamics. As a propeller spins, it creates a strong current of water behind it. Whale Tail XL's unique design harnesses this energy by directing it fully aft, transforming the lost upwards flow into powerful lift.

For most, this translates into increased top speed and better fuel efficiency. With the Whale Tail XL, it's easier and faster to bring skiers up out of the water and it flattens the wake for skid-free turns. It stabilizes and lowers bow-light boats, increasing visibility for enhanced safety.

Whale Tail XL is designed for boats of all kinds, including RIBs, pontoons and sailboats. Built to last, it's manufactured from a solid, rigid plate of anodized, marine grade aluminum, making it ideal for fresh or saltwater. It's easily installed on the anti-cavitation plate of all outboards and sterndrives in 15 minutes using common household tools and the supplied stainless steel hardware. davisnet.com





THE CONS AND CONS OF SAFETY GEAR

SAILING HUMOR BY CAP'N FATTY GOODLANDER



I am a huge advocate of safety gear that keeps you safe—and a lukewarm advocate of safety gear that doesn't. Huh? Example: I'd rather spend an additional \$400 on my anchor and anchor chain than spend the same amount on an alarm to tell me I'm dragging. I believe this is only logical.

If you have a wooden boat with a bad plank, you're better off spending \$2,000 to replace that plank than buying a new life raft as 'insurance'.

Nor am I a big fan of actual insurance.

Please don't misunderstand. I am not criticizing anyone for having insurance nor an anchor alarm. I'm merely stating that, in my world, *prevention* and *life-saving* rank far higher than financial reimbursement.

I was recently in the Indian Ocean talking on the single-sideband (SSB) radio to a fellow yachtsman in a bit-o-breeze,

who'd set off his EPIRB hours ago. He asked me, "Why aren't they here? My wife and I have been waiting *hours!*"

"Who?" I asked.

"The SAR people," he said frantically. "We're only four hundred miles east of Madagascar—how long can it take?"

I didn't point out to him that the starving folks with extended bellies in the town of Hellville might have a slightly different spending priority than having a fleet of warmed-up helicopters ready to dash out to rescue wealthy yachtsmen who are no longer having fun.

Let's consider life rafts. My friends Lin and Larry Pardey do not have one. They've never had one. Perhaps they even think they're silly. Why?

I'm 65 years old and have ocean sailed and lived aboard for 57 of those years. I've never purchased a life raft. (Full disclosure: I carry two life rafts on my circumnavigations, one given to me and another that came with Ganesh, our 43-foot Amphitrite ketch.)

"Because the boat itself is our life raft," Larry Pardey told me. "We put that weight and that money into our hull to ensure we will never *need* a life raft."

This makes sense to me.

Who knows more about spending priorities—Larry Pardey or the fellow who purchased that three million dollar Oyster 88 footer named *Polina Star III*, the newly built boat that totally lost its keel and sank off Spain on a calm day?

I'm 65 years old and have ocean sailed and lived aboard for 57 of those years. I've never purchased a life raft. (Full disclosure: I carry two life rafts on my circumnavigations, one given to me and another that came with *Ganesh*, our 43-foot Amphitrite ketch.)

I think one of things we need to ask ourselves as thinking off-shore sailors is: does a piece of safety gear *really* make us safer or just make us *feel* safer?

I happened to be the in the Canary Islands just before the

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ARC shoved off. Newbies were buying satellite phones like popcorn. One of 'em looked at me like I was crazy when I asked, "How does that keep the water out of your boat?"

That's what I do—I keep the water out of my boat. That's my job.

I am a big advocate of SSB marine radios. I have two completely independent high-frequency rigs aboard. One is an Icom 710 that I use to chat with my fellow boaters, while the other, an Icom 706MKIIG, I use primarily on the amateur ham radio bands. (I'm W2FAT and my wife Carolyn is NP2MU.)

As a net controller, I've assisted during many emergencies and rescues. I've been able to talk with panicked sailors begging to be airlifted off and calmed them down enough to walk them through heaving-to. They completed their voyage without any outside assistance (nor any real damage to their vessel).

I have a small device that clips to my safety harness. Should my harness break and I end up in the water, it will immediately loudly beep my onboard AIS, inform Carolyn that I am overboard, and help her get back to me.

This makes me proud—and the fact the crew of *Clydesdale Wanderer* recently tracked us down and took us ashore for a giant steak dinner is even nicer.

And, sure, I check into the offshore passage nets while ocean sailing—give them my position daily.

But I don't delude myself into thinking I'm any better off, or any safer, because I do. I believe that the whole 'position report' thingy is just silly.

Here's what happens on these informal nets: participating sailors miss days all the time. It isn't until four or five days that the net controllers start to get nervous. By that time, the silent vessel might be 750 miles astern.

There are many reasons sailors might not check in—a drunk-front might pass overhead, their radio might stop working, the antenna might fall down—or even the spacey offenders might change to another net and forget to notify the old one. (This happens often, I kid you not.)

Is anyone going to sail backwards 700+ miles and begin

searching a one million square mile grid on the slim chance some stranger *might* need them? Not me. And, frankly, I have never heard of it happening. Not once.

The most that actually does happen is that net controllers request a "sharp look out" from the boats astern.

The fact is, that while marine radio nets are an extremely useful safety device through which to communicate if you need assistance offshore, the 'daily position report' is really an illusion that comforts, nothing more.

So here is what I do when I join a new position-reporting SSB net: I try to be as sincere and helpful as possible. I often volunteer to act as net control. But I also inform net control that I never, ever want anyone to report me missing unless I have specifically asked them to.


This is similar to what I tell our daughter Roma Orion. "If you ever think we're lost at sea—just wait a month before doing anything. Once a month is up, then know, my dearest, that it is far too late. Do nothing—just smile knowing that your mother and I were having a blast right up to the end."

That said, once we begin checking into a passage net, we continue to do so. It is only good manners.

Of course, I think all prudent mariners believe in safety gear—I hope I've communicated to you dear reader, that I do.

Example: I have a small device that clips to my safety harness. Should my harness break and I end up in the water, it will immediately loudly beep my onboard AIS, inform Carolyn that I am overboard, and help her get back to me.

This is far better than having a GPS position of where I went into the water because it might take her a long time to get back if we were running down wind in heavy airs—and the wind, sea, and current might have carried me far.

So the bottom line for all prudent mariners: gather together *real* safety gear while shunning *pseudo-safety* gear if you want results rather than placebos. 

Cap'n Fatty Goodlander and his wife Carolyn recently finished 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. fattygoodlander.com

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SAILING WITH CHARLIE: MIXED SIGNALS

SAILING HUMOR BY JULIAN PUTLEY

GRAPHICS BY ANOUK SYLVESTRE



Chartering is a huge revenue earner for the Caribbean. This tourism sector is the single most important for many island nations and it involves several facets – bareboat chartering, sail training and crewed yacht charters. The latter involves fully catered sailing trips with quality cuisine, full service cabin cleaning and make up, water-sports and dinghy taxi service. In other words, a full-on pampered sailing vacation. In order to accomplish this a husband and wife team or established partner team is required, with each partner having the necessary qualifications. This is often the most difficult aspect for charter companies to achieve, i.e.,

The chef, Strawberry, was a blonde, attractive and well-endowed young lady with all the right qualifications but she made it very clear from the beginning that any kind of hankypanky would not be tolerated.

good teams that can work together in harmony in sometimes difficult conditions. Recently Charlie was asked to step in as


captain when a captain and mate team had a crash and burn episode. The problem then arose that there was only one cabin available to share with an unknown chef. Charlie should have run a mile – but he was broke – so he took the job.

The chef, Strawberry, was a blonde, attractive and well-endowed young lady with all the right qualifications but she made it very clear from the beginning that any kind of hanky-panky would not be tolerated. In fact, she was so adamant about it that Charlie, a good-looking lad, was rather put out. "You want me sign a contract," he said, rather sarcastically. He agreed though, without reservation, and consigned himself to sleeping in the storage locker, sometimes optimistically called a crew cabin, in the pointy end of one of the hulls in the catamaran.

The charter turned out to be a difficult one, with six guests, all with specific dietary requirements, drinking habits and recreational choices. Charlie, though, kept it all together with stories and jokes and even saved the day in the galley on a couple of occasions – once managing to resurrect a curdled Hollandaise sauce that had poor Strawberry almost in tears. Toward the end of the seven-day trip they were in the galley doing the dishes. 'Strawbs' had had a couple of glasses of wine and joked and laughed with Charlie, elbowing him seductively on a couple of occasions and even pinching his bum once. Charlie stood his ground. Then came the unexpected, "Are you gay?" she said.

Charlie could have and should have said 'yes' and ended the conundrum, but being a young, red-blooded Caribbean hand, he rather fancied a bit of horizontal playtime with the voluptuous Strawbs. Now, it seemed, she had reversed her attitude of abstention and wanted to be a player.

Carpe Diem was one of Charlie's favorite expressions and later, in the dimly lit hallway leading to the crew quarters, he seized the moment and just at the right time and without hesitation he planted a big wet tongue-filled kiss on her moist and inviting lips to firmly express his intentions.

Unfortunately, Charlie's amorous advances were met with a slap on the cheek and words that would have embarrassed Satan himself. A door slammed in his face was the last straw. Charlie is now studying to become a marine surveyor. He never really liked pampering rich people anyway. 

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

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SPORT FISHING INDUSTRY'S LATEST OFFERINGS

FISHING

REVIEWED BY GLENN HAYES

PHOTO: GLENN HAYES

Voted Best of Show – Bote's New Rover SUP/Micro Skiff

This past summer the fishing industry gathered in Orlando, Florida, to display its latest and greatest offerings at ICAST (the International Convention of Allied Sportfishing Trades) produced by the American Sportfishing Association. The convention floor was packed with everything imaginable from the latest in lures, tackle, fishing apparel, kayaks, five-gallon buckets

costing \$100 and more, all designed to aid in catching fish and anglers too. Among the dizzying array of booths was The New Product Showcase. Here is where all the latest offerings were on display for buyers and the media to view and vote for Best of Show and Best in Category. Not all were winners but in this article you will find a sampling of what caught this reporter's eye.



BEST OF SHOW

Stand Up Paddleboarding and Micro Skiffs are both trends that anglers are gravitating to in large numbers. They are relatively inexpensive and a simple way to get on the water and get to some great fishing spots that otherwise may be inaccessible. Better yet, when you've done fishing for the day they are easy to transport and store and maintenance is as simple

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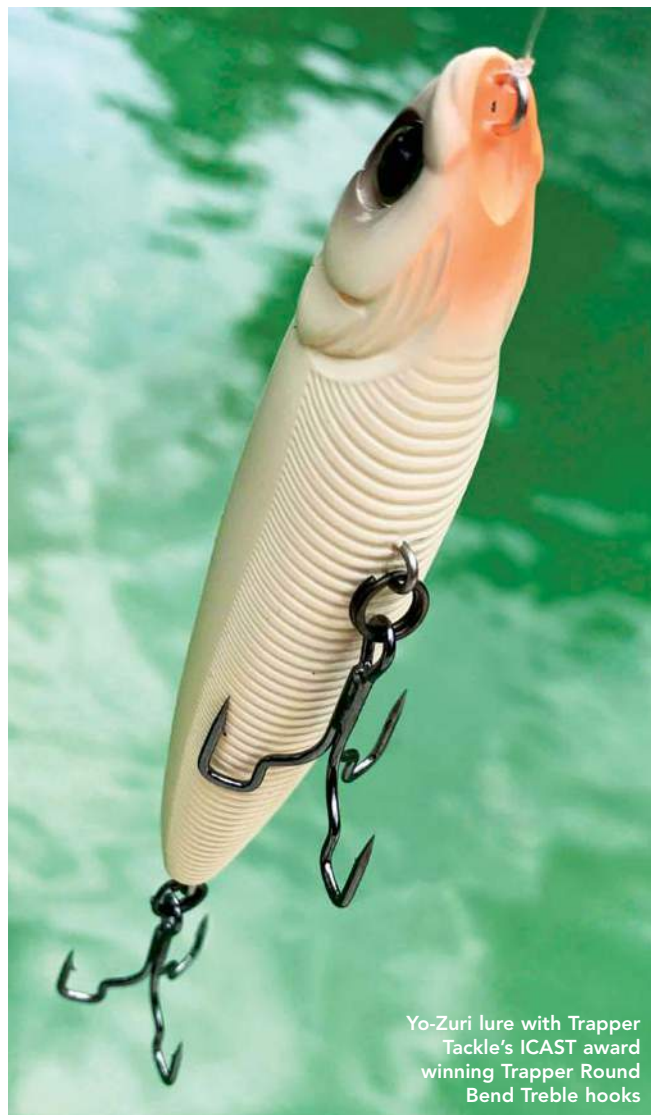
PHOTO: GLENN HAYES

as hosing them off. Voted Best of Show, Bote's new composite Rover takes advantage of both trends and effectively turns a top-of-the-line stand-up paddleboard into an outboard powered micro skiff. This 14-foot (4.26m) board with a 'Power Well' notched in the stern is capable of handling up to a 6HP outboard when attached to a removable 'Moto Rac'. The stable 40-inch (1.016m) wide SUP has sockets or 'integrated receivers' placed strategically throughout the recessed cockpit. By simply inserting the Moto Rac into two of these receivers and adding a small outboard, your SUP Rover instantly becomes a micro skiff capable of doing 16mph (with a 6HP four stroke outboard and 200lb (90.7kg) of load). The motor bracket even has the ability to mount two small Rotopax gas cans for extended range. Once you get to your spot you can then paddle stealth fashion, sneaking up on your prey. Other sockets can be utilized to insert such accessories as a Grab Rac that helps the anglers stabilize themselves while underway or moving around the deck. Also available is a Tackle Rac that will store rods and gear up and off the deck. There is even a Bucket Rack that can store and support a standard five-gallon bucket or Bote's own Kula bucket cooler. Deck bungees can be found up front as well as Connexsup plugs strategically placed around the board. These allow not only tie down spots but these sockets can accept a wide range of accessory inserts. Fully customizable this SUP/Micro Skiff can get you to

your favorite spot, allowing you to paddle only when you want to. www.boteboard.com.

GET HOOKED AND LURED

Although the basic fishing hook design has been around for thousands of years Trapper Tackle has a patented design that it claims will allow anglers to spend less time re-rigging baits, improve lure performance and increase your catch rate. Industry buyers and media seem to agree as variants of this hook design won best of category in terminal tackle twice. In 2016, they did it with their Trapper DropShot/Live Bait/Finesse hook. This year they did it again with their Trapper Round Bend Treble hooks. The premise of these hook designs is simple but effective. The box or squared off section of the hook that is usually rounded between the barb and the shaft helps retain both baits and a hooked fish more effectively increasing hook-ups and catches. Available in a range of sizes and types. www.trappertackle.com.



Yo-Zuri lure with Trapper Tackle's ICAST award winning Trapper Round Bend Treble hooks

PHOTO: GLENN HAYES



Livetarget's new
HollowBody Mullet

One lure that got top honors in the Saltwater Soft Lure category is LiveTarget's Hollow Body Mullet. This innovative lure is derived from LiveTarget's freshwater series of hollow bodied soft lures and has been adapted into a lifelike mullet that will catch a variety of saltwater species. Its unique design allows for casting the bait where predators live, under docks, around mangroves and other obstructions. Snag free with a single hook, this lure can be cast without hang-ups and can be presented where mullet are normally found. www.livetargetlures.com.

A NEW SPIN

Shimano is synonymous with quality fishing reels and their new Sustain Spinning reels won Best Saltwater Spinning Reel at ICAST with their 4000XG and C5000HG reels. Exceptionally smooth and strong these new reels have precision cold-forged aluminum main gears manufactured under a special process that assures longevity. Cold forged by applying almost 200 tons of pressure, the main gear is created with high precision. This combined with Shimano's X-Protect seal system and eight shielded anti-rust ball bearings along with a Cross Carbon Drag assures a top-performing reel for years of hard service in the saltwater environment. Lightweight, smooth and capable of handling a high capacity of line quickly with its 6.2:1 gear

The Shimano Sustain
4000XG Spinning Reel



PHOTO COURTESY OF SHIMANO


ratio this reel shares the same body size between the 4000XG and the C5000HG. With a larger spool the C5000HG can handle 200yds (182.8m) of 30lb braided line or 195yds (178.3m) of monofilament line. www.fish.shimano.com.



L'il Sucker Holster
and Yeti Rambler

PHOTO: GLENN HAYES

NO SPILLS

Not a winner of a best of category award but so simple, innovative and functional, that it left this reporter impressed was the L'il Sucker. Walking past their booth I saw these neoprene rings and was skeptical. I was invited to tug on a tumbler that had one attached to its base and was sitting on the display. I was astonished to find it was suctioned in place and took some effort to remove – the perfect accessory to keep your beverage secure onboard. These neoprene rings come in three sizes. The L'il Sucker Original will fit beverage cans as well as beer and soda cans. The L'il Sucker Holster will work for containers up to four-inches, such as tumblers, Yeti Ramblers, Koozies and even wine bottles. There's even a L'il Sucker Insulator that combines the neoprene ring with a Koozie. They all work by sliding the ring on the base of your container. Just place the container on a smooth or even non-porous slightly textured surface and that's it. They are surprisingly secure and will not tip or spill. Ranging in price from just under \$5 to just under \$10 these innovative rings can save spills and ensure your valuable tumbler and beverage are secure and ready for the next sip. You can even design and customize your own graphics and logos on them. www.lilsucker.com. 

Glenn Hayes is a freelance photographer and writer living in West Central Florida. Specializing in marine and location photography, his work includes commercial, editorial and fine art. www.HayesStudios.com

DOÑA LUCY WINS USVI OPEN/ATLANTIC BLUE MARLIN TOURNAMENT

FISHING



Top Boat, *Doña Lucy*, from Puerto Rico. L to R: Bryan Ramos, Jose De Veer, Rafael Caicedo, Efrain Rodriguez, Captain Juan Garcia, and Joselo Hernandez

PHOTO: DEAN BARNES

A total of five blue marlin released in three days of fishing earned *Doña Lucy* the top boat prize in the 45th annual USVI Open/Atlantic Blue Marlin Tournament (ABMT). Incredibly, the San Juan, Puerto Rico-based team scored four of these fish on the last day of fishing to take the trophy over A1A, which also released five blue marlin total, but had to settle for second place based on time. *Doña Lucy's* triumph was a David versus Goliath-style contest as the 41ft Ronin sport fisher was half the size of other ABMT competitors.

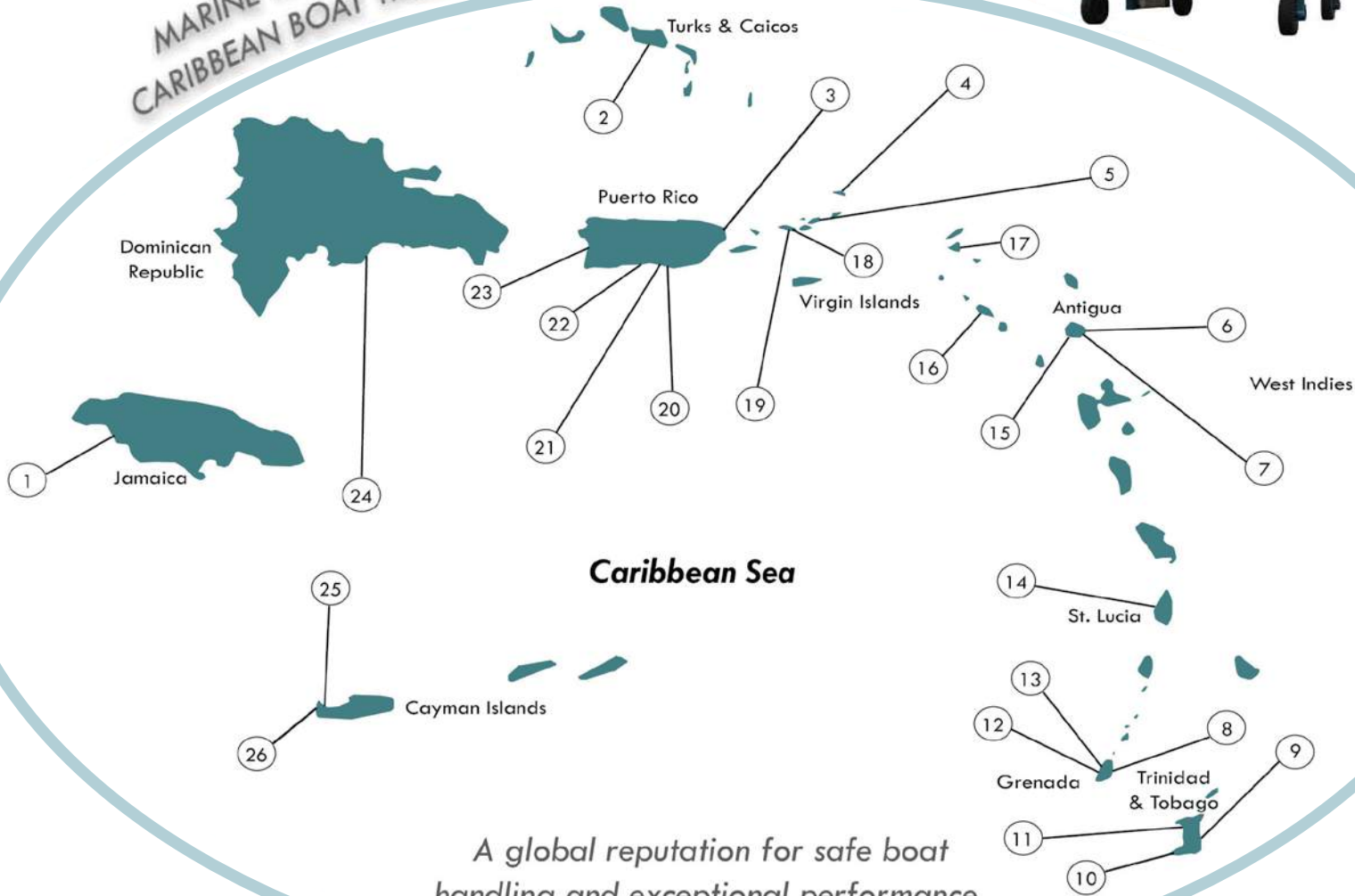
"We had a team meeting last night and our captain Juan Garcia said he had a feeling it would be a good idea to fish the

tournament's last day up off Anegada," says *Doña Lucy* angler Rafael Caicedo. "This is where we released our first fish on day one. We fished the North Drop yesterday, with all the rest of the boats, and didn't catch a thing. The idea was, as the smallest boat in the tournament, we had to break away from the pack. Luckily, we did. We found a small patch of blue water without weed and trolled in that patch."

The *Doña Lucy* team raised its first fish of the day late morning, but it wouldn't bite. Then, barely a half hour later, anglers Bryan Ramos and Efrain Rodriguez hooked up a blue marlin double header and landed both. With barely time to set



MARINE TRAVELIFT CARIBBEAN BOAT YARDS



- | | |
|---|---|
| ① Errol Flynn Marina: 100 BFM, Pending | ⑮ Hugh Bailey's Boat Yard: 70 BFM, Pending |
| ② Caicos Marina & Shipyard: 75 BFMII, Pending, 10/18/16 | ⑯ St Kitts Marine Works Ltd: 150 AMO, Pending |
| ③ Puerto Del Rey: Ranging from 35-150 Metric Ton, Approved, 1/9/17 | ⑰ Bobby's Marina: 75 BFMII, Approved, 7/20/17 |
| ④ Virgin Gorda Yacht Services: 70 BFM, Pending, 3/20/17 | ⑱ Independent Boat Yard: 50 BFM, Pending |
| ⑤ Tortola Yacht Services Ltd: 70/75 BFM, Pending, 6/27/16 | ⑲ Nanny Cay Marina: 70 BFM, Approved, 3/19/17 |
| ⑥ Jolly Harbour Marina: 75 BFMII, Approved, 7/23/17 | ⑳ Plaza Del Varadero Shipyard: 100 BFMII, Pending, 9/10/15 |
| ⑦ Stanford Development: 150 C, Pending, 7/24/16 | ㉑ San Juan Bay Marina: 60 BFM, Pending |
| ⑧ Grenada Marine: 60-70 BFM, Approved, 7/22/16 | ㉒ Ponce Yacht Club: 70 BFM, Pending, 12/23/15 |
| ⑨ Caribbean Yacht Works Ltd: 200 BFM, Approved, 7/19/16 | ㉓ Villa Marina Yacht Harbour: 70 BFM, Pending |
| ⑩ Industrial Marine Services: 70 BFM, Approved, 7/20/16 | ㉔ Club Nautico De Santo Domingo Inc: 70 BFM, Pending, 10/1/15 |
| ⑪ Peake Marine Ltd: 150 AMO, Pending, 1/20/16 | ㉕ The Barcadere: 100 BFM, Pending, 4/46/17 |
| ⑫ Spice Island Marine Service: 70 BFM, Approved, 7/24/17 | ㉖ Harbour House Marina: 70 BFM/150 AMO, Pending, 4/27/16 |
| ⑬ Carriacou Development Corp: 150 AMO, Pending | ㉗ Bobby's Megayard: 150 C, Approved, 7/21/17; 75BFMII, Pending |
| ⑭ Rodney Bay Marina: 70 BFMII, Pending, 1/18/16 | |

**Date provided represents the last time machine was inspected*

Four hundred pound blue marlin released by Chad Damron aboard the 75ft Weaver, *Sodium*, off the North Drop

PHOTO: TRAVIS BUTTERS



the baits back out, Rodriguez hooked, caught and released a blue marlin weighing an estimated 500lb.

"Two minutes later, Efrain hooked up the big girl. It was about a 650 to 700lb blue marlin and took two hours and 15 minutes to fight and release. It was during that time that A1A almost caught up to us. However, we were the first to reach five when we released that big fish," says Caicedo.

There were three secrets to the *Doña Lucy's* team's success. One, the skilled anglers successfully caught everything that bit. Secondly, dead bait rather than lures was the team's preferred fish attracting method. Third, the anglers and crew had a great boat.

"We just finished building the boat and this is only the second tournament we've fished," says Caicedo.

The beautiful little Ronin was the last unfinished hull sitting in the factory when the Ponce, Puerto Rico-based yacht builder closed. Two weeks before the hull was to be sent to the crushers, says Caicedo, he and his fellow fishing team moved it to a small shed and spent five years finishing her. This is the little Ronin's debut summer.

"It's the little boat that could and did," says Caicedo.

A1A, a 72ft Jim Smith based out of Florida, finished in sec-


ond place in the boat standings with five blue marlin releases. Angler/owner Bill Waldorf earned Top Angler, caught and released all five blues. *Business Stinks*, a 72ft Merritt with Brazilian-based owner/angler Lucas Abud aboard, ended third with three blue marlin in the boat standings.

The eight-boat fleet released a total of 22 blue marlin in the three days of fishing.

The ABMT was run this year as a team tournament under IGFA rules only, without the call for competitors to adhere to additional special tournament rules such as the need for anglers to rotate rods hourly.

On land, the annual MarlinFest concluded with a Shrimp Boil and Caribbean Show in the parking lot of the Red Hook Shopping Mall.

The ABMT and MarlinFest benefit the locally-registered non-profit Marine Vocational Program (MVP). The MVP's goal is to serve as a vocational institution that provide U.S. Virgin Islands youth with a career path into the marine/hospitality/tourism industries. Current MVP programs include learn-to-swim, sailing, scuba diving and small boat handling and operation skills.

Started by Chuck Senf back in 1972, the ABMT has evolved into one of the most competitive saltwater sports fishing events in the world or the 'Super Bowl of Sports Fishing'. 



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CAPTAIN DAWN MARIE ROSSITER

WOMEN AT THE HELM BY CAROL M. BAREUTHER

She could swim before she could walk, earned her PADI dive certification by age 12 and two years later worked at a marina where as an employee she could regularly take out the rental house boats, ski boats and jet skis to the envy of her friends. Captain Dawn Marie Rossiter's early life in New Mexico, on a man-made lake along the Rio Grande River, certainly pre-destined her for a life and career on the water. Today, Rossiter is at the helm of a brand-new Lagoon 52, *Ventana*, which she is sailing trans-Atlantic this fall to charter out of St. Thomas, U.S. Virgin Islands.

"The privilege of being able to use those boats back then came with a lot of responsibility. My father was always very tedious about the way equipment was maintained, and intense boating safety was drilled into our brains. Since I was the one who had to take responsibility for the equipment and everyone's safety, it changed the dynamic of the way I handled myself on the water. I loved it then, and I love it now," says Rossiter.

A land-based career in real estate with her mother taught Rossiter her first business skills. Then, when the market crashed in the late 2000s, she decided it was time to move on. Since working on boats as a profession held great appeal, and since she wanted to stay in the U.S., Rossiter decided to fly to the U.S. Virgin Islands. She landed a crew spot little over a week later on the day sail catamaran, *Jolly Mon*, a 63ft custom-built Peter Spronk.

"I spent the first few years doing day trips in St. Croix and St. Thomas. The logistics of running trips on both islands quite frequently meant having to leave at sunset after running two trips a day for several days straight. This taught me how to push through and think straight even when physically and mentally exhausted," she says. "I also learned a lot about what to do and even more about what not to do. So, about four years ago, I decided to get my captain's license."

Rossiter first ran a dive boat, then filled in as a relief captain on day boats. She was only peripherally aware of term charters. However, the more she heard about this side of yachting, the more she realized this was a perfect way to combine her love of southern-like hospitality, superb culinary skills and five-star service. Rossiter applied to the Moorings and ran captain-only and then crewed charters out of the company's British Virgin Islands base. Last year, she captained the 44ft Lagoon catamaran, *Castellini II*, on Virgin Islands crewed charters. This year, she'll do the same on *Ventana*, playing dual roles as captain and chef with two crew, a sous chef and first mate.

"What I like best about being a captain is the responsibility it brings. This has changed me as a person in every form of my life. I see things differently. I think calmer, slower, and tend



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not to overreact even when I'm not on the boat. The title of captain is something many people take lightly, but I believe captains as professionals should conduct themselves and hold themselves to a standard that the title deserves," she says.

What are Rossiter's recommendations for other women who would like to follow in her footsteps?

"We are blessed to live in a world that doesn't come with restrictions based on gender. It is now more common for women to become captains," she says. "The biggest mistake I have made in the past, and see women make every day when in male dominant roles, is having an ego. Don't be afraid to ask questions, seek advice or ask for help. Don't doubt yourself, stay humble, and never ever get cocky. That's when mistakes are made. Remember, you are a captain first and a woman second. There is no room for emotions when you have millions of dollars of worth of equipment and people's lives in your hands. Take it seriously, learn your equipment, immediately identify as many problems as you can and establish protocol and solutions right away." 

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



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TEN TOP CARIBBEAN COCKTAILS

CARIBBEAN LIFE COMPILED BY ALL AT SEA'S TOP TIPPLER **CAROL M. BAREUTHER**



PHOTO: STOCK/UNKNOWN

(t's Five O'clock Somewhere' is a popular song title and statement that green lights imbibing an alcoholic beverage at any time of day. This is especially popular in the Caribbean where rum flows freely and every hour is a happy one. What makes the best mixed drink? Any of the Caribbean's most famous cocktails. Here's a sampling of ten to try ...

Mojito, Mr Bond?

1. BAHAMA MAMA

Born in the namesake Bahamas during the days of U.S. Prohibition in the 1920s, the classic recipe has morphed over the decades. The original version calls for coffee liqueur, which adds a rich almost chocolaty flavor. In recent years, some bartenders add grenadine syrup for a red color. What hasn't changed is the base of white rum, dark rum, coconut rum and pineapple juice.

Blue Curaçao



PHOTO COURTESY CURAÇAO TOURIST BOARD

2. BLUE CURAÇAO

Blue like the Caribbean Sea, this sweet liqueur is made with candied oranges and bitter orange peel. That which is made by Senior & Co., in Curaçao is still made from the peel of the island-grown Laraha orange. While Blue Curaçao is the ingredient in many cocktails, try the Turks & Caicos. Invented by Curaçao bartender Fabian Cleopa, it's a delicious shakerful of Blue Curaçao, white rum, egg white, coconut cream and lemon juice served with crushed ice and mint leaves.

Bushwhacker ...
named after
a dog?!



PHOTO COURTESY OF PARADISE POINT, ST. THOMAS, USVI

3. BUSHWHACKER

Invented on the U.S. Virgin Island of St. Thomas and titled after a bar patron's dog of the same name, this creamy frozen concoction's key ingredients include coconut rum, Baileys Irish Cream, amaretto, Kahlua and vodka blended with ice and topped with whipped cream and nutmeg. Today, the bar at Paradise Point (St. Thomas) is home of the Bushwhacker.



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Guavaberry Margarita ...
full of folk stories

PHOTO COURTESY OF SINT MAARTEN GUAVABERRY CO NV



4. GUAVABERRY

This national liqueur of St. Maarten/St. Martin was born centuries ago in private homes for friends and family and is the stuff of old-time folk songs and stories. Made from blueberry-sized guavaberries that grow locally, other indispensable ingredients are aged rum and cane sugar. Guavaberry Coladas, Daiquiri and Margaritas are popular cocktails.

5. MAMAJUANA

Native Taino Indians in the Dominican Republic first made this drink as a herbal tea. Alcohol, a mix of rum and red wine plus honey, was add-

PHOTO NICK ARGIERES / DOMINICAN REPUBLIC MINISTRY OF TOURISM



Mamajuana ...
an aphrodisiac

ed post-Columbus. Now this beverage is sold bottled ready to drink. Its claim to fame is its medicinal value, especially as an aphrodisiac. Mamajuana is the ingredient that gives the alcoholic punch to the cocktail, the Dominican Mule, made with ginger beer and fresh lime juice.

6. MOJITO

White rum, club soda, lime juice and fresh mint leaves are the signature ingredients in this Cuban-native cocktail, which starred in the James Bond movie, *Die Another Day*. Some say this drink dates to the 1500s when an associate of Sir Francis Drake concocted it out of a crude form of rum called aguardiente. The Bacardi Rum Company and renowned writer Ernest Hemingway have also made this cocktail legendary.

7. PAINKILLER

Fill a shaker with ice and mix together four parts pineapple juice, one part cream of coconut and one part orange juice, with rum added to suit. Serve with a sprinkle of freshly grated nutmeg over top. This delicious drink was born out of an informal collaboration and competition between the former owner of the Soggy Dollar Bar on the British Virgin Island of Jost Van Dyke and founder of the Pusser's Rum Company. Nearly every bar and restaurant in the BVI now serves this cocktail.



PHOTO COURTESY BVI TOURIST BOARD

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8. PIÑA COLADA

The Caribe Hilton, in San Juan, Puerto Rico, is the birthplace of this now famous drink, made of rum, coconut cream, heavy cream, pineapple juice and crushed ice. Bartender Ramón 'Monchito' Marrero Pérez claims he created the Piña Colada back in 1954 after three months of experimentation. Marrero continued to serve his creation for 35 more years and was rewarded for his efforts in 1978 when this cocktail was named Puerto Rico's national drink.

PHOTO COURTESY OF CARIBE HILTON / CURAÇAO TOURIST BOARD



9. PLANTER'S PUNCH

The name dates to the sugar plantation era when plantation owners sipped rum drinks, while the first known recipe was published in the British Victorian-era magazine, *Fun*, back in 1878 and was called 'Planter's Punch. A West Indian Recipe'. Key elements in this Jamaican cocktail are rum and citrus juices, in a proportion best known by the rhyme: one of sour, two of sweet, three of strong and four of weak.

10. TI PUNCH

Ti means 'small' in patois, where this white rum, lime and cane syrup daiquiri-like drink is traditionally served before a meal as an aperitif in French Caribbean islands such as Guadeloupe and Martinique. Sometimes the beverage is pre-mixed, other times the bartender sets out the ingredients and lets diners mix their own to taste and intensity. ☺

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



Ti Punch... mais oui

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DIVING BONAIRE AND CURAÇAO – WOW!

DIVING STORY AND PHOTOS BY ROBERT SCOTT



Dive gear on the aft steps of the author's yacht *Honeymoon Forever*

A lot is made of Bonaire and its wonderful abundant reefs. And all of it is true. I first dove Bonaire back in the early '90s and it was pretty amazing then. Today I find it just as amazing.

After a little over 40 years of diving and having logged close to 4000 dives - I am still awed when I dive a place of wonder and beauty. Not all dives are created equal, but as it was back in the '90s during my first visit, Bonaire is still *wonderful*. And new growth is apparent everywhere you look. It has abundant fish life, though mainly small reef fish. For some reason you do not see a lot of large fish in Bonaire. Great visibility and steady temps year round make it a diver's choice destination.

The majority of the diving in Bonaire takes place on the leeward or western side of the island ranging from Karpata in the north to the slave huts in the south.

Hotels and dive shops to fit all different budgets line Kaya Gob N. Debot and C.E.B. Hellmund – the main roads along the western shore. The roadsides are dotted with large and small rocks painted bright yellow bearing the name of the

reefs at that location. All coastal waters surrounding Bonaire and Kline Bonaire form part of the Bonaire National Marine Park. And you must buy a tag even to snorkel there. Fees are \$10 for a snorkel tag, \$25 for a dive tag. It is valid for one year. The money goes towards the management and protection of the park.

The majority of the diving in Bonaire takes place on the leeward or western side of the island ranging from Karpata in the north to the slave huts in the south. There you will find over 50 named reefs and dive sites. Nearly all can be accessed from the shore. Forty-seven of them can also be accessed from a boat and there are mooring balls throughout the island. The shoreline is rocky with a combination of crushed coral and rock. There is very little natural sand beach area in Bonaire. The really good part is that you are less than 50 yards from shore to reef, and in many places, much closer. The mooring balls are placed so that the





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bow of your vessel points towards the shore and your aft hangs over the reef line. If you are diving from a boat, your own or charter, you have zero swim time to get to the reef. How cool is that?

Bonaire and Kline Bonaire are almost totally surrounded by a fringing reef that slopes gently from the shoreline to a depth of approximately 30ft where the wall drops to 150ft and deeper in most places. Some of my favorite dive sites are: Something Special, 18th Palm, Reef Scientifico and Buddy's Reef. The main town is Kralendijk. There you will find shops and restaurants to suit everyone's taste and style. There are a few other tourist activities and sites to see on Bonaire but for most the main reason for visiting the island is definitely the diving.

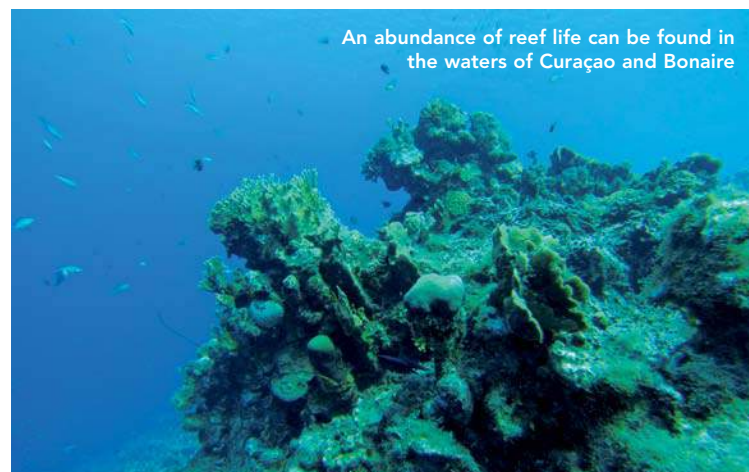
Diving Curaçao might be one of the best kept secrets in the Caribbean. When people think of Curaçao they normally think

of the great beaches, resorts, culture and history and the variation of landscape, in other words a destination with diversity. Few (outside of Dutch nationals) travel to Curaçao for the diving. With that thought in mind please allow me to enlighten you—Curaçao has *amazing diving*! There are 82 named and accessible reefs, thirty-one of which can be accessed from the shore. Like Bonaire, the majority of them are on the leeward side of the island and run from Oostpunt in the south to Westpunt / Watamala in the north.

The reefs in Curaçao are pristine and full of vibrant colors and growth. Massive colonies of hard and soft coral formations are found no matter where you are diving.



Spanish Hogfish



An abundance of reef life can be found in the waters of Curaçao and Bonaire



Beautiful soft tube coral

The first thing that stands out is visibility. It is incredible, no matter what site you dive. You have easily 200ft plus – as far as the eyes can see underwater. A fair amount of our beach dives had small piers, making entering and departing the water so much easier. Another plus is that most have small dive shops right on the beach that can rent gear, refill tanks, and offer local advice.

The reefs in Curaçao are pristine and full of vibrant colors and growth. Massive colonies of hard and soft coral formations are found no matter where you are diving. Fish are ubiquitous, diverse in species and variations from the smallest of damsels to the largest moray eels and barracudas.

The profile of the dives is very similar to Bonaire as far as the closeness to shore and the way the reef slopes downward until you reach the drop-off. Even when we were at 84ft diving the Alice in Wonderland Reef, Westpunt, we still had over 200ft of visibility.



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Bonaire's slave huts

PHOTO: OCEANMEDIA



Some of our favorite dive sits in Curaçao are: Alice in Wonderland, Vaersenbay / Kokomo Beach, Double Reef, Marie Pampoen, Playa Forti and Saint Marie. We really love the easy access and having piers for getting in and out of the water, and can't praise enough the friendly welcome offered us by the dive shop operators at all these locations. We have all of our own gear so all we do on site is rent the tanks – the cost of which is minimal – yet we are treated as if we are spending hundreds of dollars. In addition the majority of dive shops have showers, lockers, bathrooms, storage facilities, fresh water dunk tanks for your gear and a full service dive and repair facility.

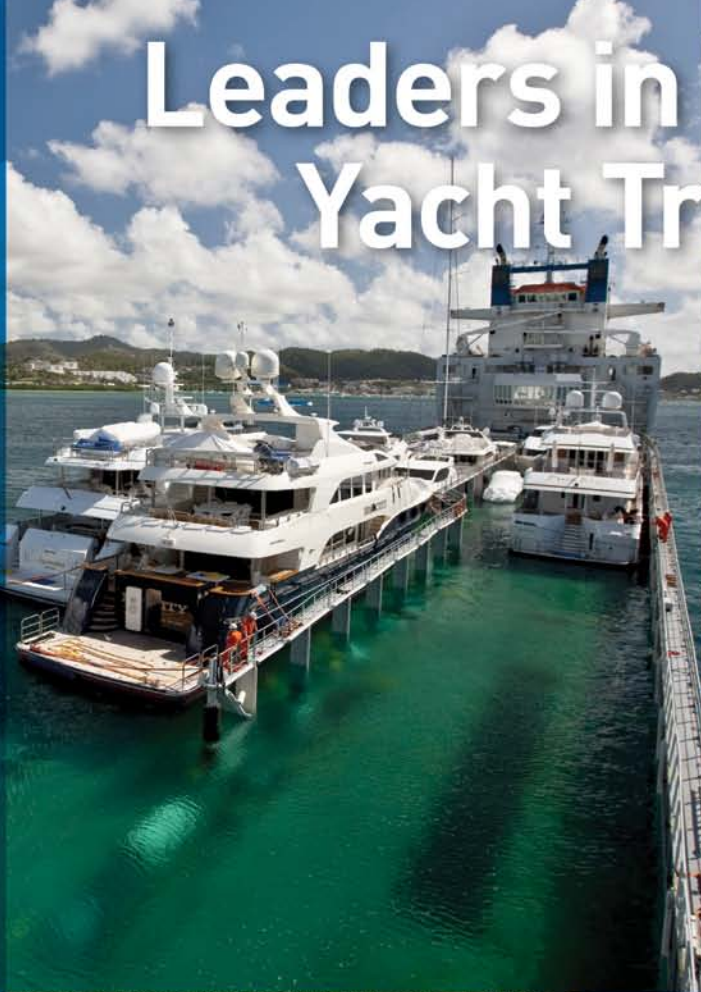
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BY CAROL M. BAREUTHER



PHOTO: LISA LARSEN FOR SELECT YACHTS

Ann E McHorney

Yachting wasn't a part of Ann McHorney's background when growing up in Pittsburgh, Pennsylvania, U.S.A. In fact, the closest she came was weekend waterskiing behind a friend's family-owned cabin cruiser on the Allegheny River. Today, McHorney, who founded Select Yachts on St. Maarten in 2003, is a well-respected charter broker with over a quarter-century-plus of experience from the waterline up in the Caribbean and around the world.

"When I graduated from high school back in the early '70s, the guidance counselor asked me what I wanted to do. Of course, I had no idea, but I got the typical 'Home Economics for girls' question. I didn't like to sew, but I did love to cook. Hence, I double majored in nutrition education and restaurant management at the Indiana University of Pennsylvania. When I graduated, like so many others of my era, I headed south to Florida and landed in Fort Lauderdale," she says.

McHorney got her first taste of chartering while working with caterers, cooking and serving on the 'booze and cruise' yachts that plied the Intracoastal Waterway. However, it was not until she headed south to the U.S. Virgin Islands on a whim for a lifestyle change that she really discovered sailing and term charters. This happened when work for one of the island's provisioners led to acquaintances with charter chefs, one of whom encouraged McHorney to apply for a yacht chef position. Fortunately, after being turned down because she was clueless about how to sail, she landed a position on a 60ft schooner with two other crew and a captain that didn't mind showing her the ropes. It didn't take long before McHorney had deck work and varnishing as well as crew, stew, mate, watchkeeper, purser and chef skills under her belt. The charter industry soon played an intimate role in McHorney's life in another way: meeting her husband.

"My husband, Jackson, who is a yacht captain, and I met at the old Yacht Haven Marina on St Thomas. We worked on different boats, but by the end of the season we decided to team up and sailed to New England to work for the summer," she says.

Keeping up with the physical rigors of crewing can prove demanding after a while. McHorney looked for other ways to put her wealth of industry knowledge to good use. Plus, since her husband wanted to continue running boats, it made sense for both to continue in yachting. So, McHorney started working for a busy and successful charter company, The Sacks Group. A few years later, she decided to start Select Yachts, which is now headquartered in Fort Lauderdale, Florida. McHorney originally intended to only sell charters. However, after being asked to manage the yacht her husband ran by its owner, she



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The Team at Select Yachts (from left): Marilyn Eckel - Sailing Fleet Charter Manager; Dayle Reimer - Charter Broker; Ann E. McHorney - Charter Broker and CEO; Lisa Larsen - Content Writer and Promotions




started the company's charter marketing department. Today, Select Yachts represents over 50 impressive yachts. Last summer, the company embarked on another endeavor by teaming up with Camper & Nicholson's Port Louis Marina to host the first Grenada Charter Yacht Show in 2016.

"A lot of yachts love chartering in the Grenadines and Grenada; it is still the 'old Caribbean'. I wanted brokers to have an opportunity to experience this wonderful area, and to give some of the boats that base and summer in the Windward Islands a chance to interact with some of the brokerage community," she says.

What McHorney likes best about charter brokering is that it's an adventure-based career. She also enjoys introducing a vacation on the water to people or helping them to make a good match of venue and yacht for their specific needs.

"The industry is pretty small," she says, offering tips for those who would like to become charter yacht brokers. "Always be fair and honest with your competitors, who you will find in the

McHorney, who founded Select Yachts on St. Maarten in 2003, is a well-respected charter broker with over a quarter-century-plus of experience from the waterline up in the Caribbean and around the world.

end are a great asset and a wealth of information and help should you need it. Learn the boats, meet the crews, visit the venues. Join the organizations that teach and assist. Go to as many boat shows as you can and make friends with a few brokers with whom you can share your thoughts and questions. You can never have enough good information." 

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



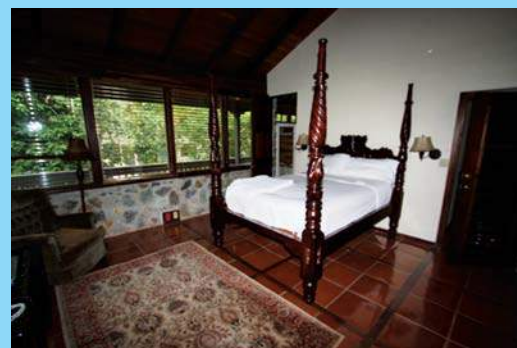
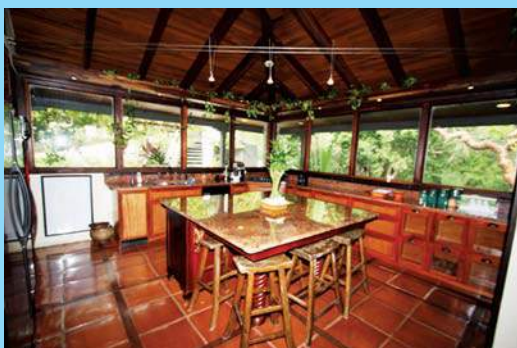
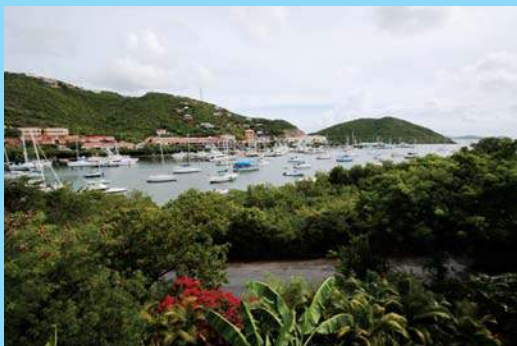
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This is a beautifully remodeled and pristine family home, on the desirable East End of St. Thomas.

The home is within walking distance to both the town of Red Hook and peaceful Vessup Beach, and just steps from the VI Montessori School / Peter Gruber Academy. It has a total of 6700 square feet of indoor space, and an additional 2000 square feet of outside decks.

There are a total of eight bedrooms with ensuite bathrooms, making this a perfect candidate as a vacation rental for AirBnB or VRBO/Homeaway. And with a second full kitchen on the lower level, you also have the flexibility to lease both floors separately, or live on one level and lease the other to help pay the mortgage.

Other features include:

- Completely fenced, with electric gate
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- Large Generator on Automatic Transfer switch to cover power outages
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- Ample outdoor living space on both levels
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- Huge temperature controlled wine room
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- Lots of driveway space for parking
- Professional Landscaping
- Granite counters in upstairs kitchen
- Hardwood accents
- Saltillo tile floors

This home offers great flexibility in usage, but the greatest asset may be the value. It is priced well below comparable properties per square foot, and is ideal for large families or rental income. **\$1,890,000**

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Spotlight: TOP YACHT BROKERS



In this section, get to know eight of the Caribbean's top yacht brokers—you'll be impressed by the depth of hands-on nautical knowledge they bring to their work. When you're on the emotional journey of buying or selling a boat, experts like these can reduce your stress level fast.

Professional brokers will weave your boat buying dreams together with wide-awake attention to the details that count. Some can arrange financing or provide charter management programs that can make the dream come true sooner than you think. And when it's time to sell, a broker's contacts and expertise will be invaluable for getting the mission accomplished.

Caribbean yacht brokers offer a treasure trove of knowledge you can tap into on critical matters like insurance, delivery, registration, crew staffing, maintenance, and provisioning—even the best places to cruise. After all, they know these waters better than anyone else.

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USVI • PUERTO RICO • ST AUGUSTINE, FL



Jim Veiga



Captain Dare Blankenhorn: 919.649.0278



Rose Ann Points: 919.649.0278

Jim Veiga is the owner and principal broker for Atlas Yacht Sales, the only authorized Jeanneau Sailing Yacht and Lagoon Catamaran dealership in the Caribbean with new models in stock. Founded in 1998 in Fajardo, Puerto Rico at Marina Puerto Del Rey, Atlas specializes in many facets of the sailing industry. Atlas operates a new sail boat dealership for Lagoon Catamarans, Jeanneau Sailboats and Jeanneau Sailing Yachts, as well as Prestige Motor Yachts. Atlas is also a long standing YBAA Yacht Brokerage. Bareboat sailing charters and charter yacht sales are offered through SailCaribe Yacht Charters, an ASA sailing school. Atlas also offers a full service warranty shipyard for your new Lagoon or Jeanneau.

Atlas can facilitate everything that's involved in the listing and sale of your boat as well as delivering your new yacht or managing your new yacht in the SailCaribe fleet, located at Marina Puerto Del Rey, the largest and most full service marina in the Caribbean with shops and restaurants, haulout and storage facilities for just about any size sailing vessel. In 2013, Atlas opened their Florida office offering new model Jeanneau sailboats in St. Augustine, Florida. Rose Ann Points, a USCG licensed Captain and long time cruiser can help with any new Jeanneau Yacht inquiry or show you a new Jean-

neau. Historic St. Augustine is a beautiful place to visit and pick up your new Jeanneau.

New to the US Virgin Islands, Atlas Yachts has now partnered with CharterCaribe to give a full suite of yacht sales, bareboat and crewed charter yacht opportunities. Located at American Yacht Harbour on the East End of St. Thomas, CharterCaribe provides the perfect launching point to either enjoy your own boat or charter one for your friends and family.

SailCaribe Yacht charters was also founded by Jim in 2006. SailCaribe offers professional yacht management and bareboat charters on new Lagoon catamarans and Jeanneau sailboats. SailCaribe has been described by many who have chartered with them as a "first class sailing charter operation."

Clients who purchase their new vessels and place them into management with SailCaribe may take advantage of tax advantages. Experience "0" state and "0" federal income tax advantages for US citizens who move to PR and become residents. Moving to the Caribbean and cruising on the yacht of your dreams just got a lot more attractive!

When considering a new sailboat or catamaran for purchase or charter, please contact Jim or stop by the offices of Atlas Yacht Sales. As we say in Puerto Rico "Con Gusto Les Servimos."



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TORTOLA, BRITISH VIRGIN ISLANDS



Clive Allen, Chris Simpson, Todd Duff

BVI Yacht Sales is located at Nanny Cay Resort and Marina, the premier marine service location in the British Virgin Islands. This facility includes a 280-slip marina and full service yard, comfortable hotel and good restaurants set on a tropical island offering our clients the most enjoyable Caribbean yacht purchase experience possible.

Chris Simpson, Co-Owner of BVI Yachts Sales for the last 20 years, was born into a very sailing-centric family and on a sailboat by the age of one! By twenty, he had sailed all manner of craft and had been actively cruising for a decade, was Yachtmaster Instructor qualified and employed as chief instructor for the largest sailing school in the UK. After 10 years of teaching offshore sailing, five of those running his own school, Chris had accrued around 40,000 miles offshore. By 1990 Chris was Operations Manager of a great charter company in the BVI and, by 1997, had purchased BVI Yacht Sales. Chris wished BVI-YS to be as informative, straightforward and service orientated as possible, an objective that has definitely been achieved.

Clive Allen grew up on a large farm in the U.K., immersed in the family trucking business where he learned obsessive attention to maintenance was the key to success. Adventure beckoned so he found himself working for several years in the dive industry throughout Asia, then spent another 4 years sailing the South China Sea and Indian Ocean. (Chagos is his Para-

dise) Later, he spent 2 years sailing to every rock in the Caribbean with his lovely wife and young daughter.

From this international life of adventure, Clive has developed the myriad of skills required to thoroughly investigate yachts, read the people involved and help steer them towards the best possible deal - always in the most transparent, ethical and palms-up manner. Passionate, brutally honest and with a service ethic second to none, Clive's reputation as a broker of integrity is well deserved.

Clive is also fluent in French, holds a French Ocean Captain's qualification, and is a licensed BVI Yacht Broker with over a decade of experience in and around all parts of the Caribbean.

Todd Duff has been sailing since an early age and began working in yacht sales in 1982, spending nearly two decades in the busy Annapolis brokerage marketplace. Todd is also an accredited marine surveyor and a well-known writer for many of the popular sailing magazines.

Cruising extensively with his children as crew, he raised them to be great lovers of the sea and has spent twelve out of the last thirty five years as a full time cruiser, visiting 29 countries under sail in the Atlantic, Caribbean and the North and South Pacific.

If you are buying or selling a cruising yacht, Todd's knowledge and experience will help guide you in the right direction for a great experience throughout the sales process.



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Dauvillier Yachting is the independent yacht broker in the Southern Caribbean and member of the International yacht broker group Sea Independent. Located in Curacao between Aruba and South America. Dauvillier Yachting offers yacht and brokerage services for motor- and sailing yachts from 40 to 150 ft.

We can help you achieve your Caribbean dreams, our team is ready for your challenges. Dauvillier Yachting provides the following services: Yacht Brokerage, Yacht Provisioning, Yacht Survey, Yacht Management, Customs, Immigration,... Contact us with your questions, there is always a solution.

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Carlos was born and raised in San Juan, Puerto Rico and brings to the table over 15 years of experience in new, used, and brokerage yacht sales. From his early years he developed a passion for the marine industry, and at the age of 18, he started his career in the yachting industry as a service and sales technician working for the local Carver Yachts dealer in Puerto Rico.

During that time Carlos was trained and certified by prestigious and respectable yacht builders Carver, Marquis and Beneteau Power and acquired invaluable knowledge of the

quality, mechanics, and maintenance of yachts, as well as a deep appreciation of customer service.

His attention to detail, product knowledge, international travel experience, and ability to work with diverse customers all contribute to a client-oriented, exceptional yachting service. With his years of experience as a professional captain and knowledge of the worldwide brokerage market, Carlos knows the hands-on benefits of how to help you find the correct match when purchasing a yacht or to assist you in marketing and selling your current vessel.



Denison Yacht Sales • Puerto Rico • Carlos Esteves, Consultant
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FORT LAUDERDALE, FLORIDA



Cynthia was literally thrown into the world of sailing at the ripe age of 4. Her father intentionally flipped their Sunfish and forced her to right it herself. By the age of 10, she was a very busy sailing instructor teaching grownups how to sail at the Jersey Shore.

Cynthia moved from Philadelphia to Florida in her 20s, where she continued to apply her marketing and management degrees working for several national advertising agencies.

But living so close to the water, Cynthia was drawn back to sailing, so she joined SAIL Magazine, where she worked in sales for a dozen years, servicing Beneteau USA, Hunter Sailboats, Catalina, Bavaria USA, and several other sailboat builders based in the Southeast U.S. While working as sales manager, she learned firsthand how Beneteau sailboats are built, touring both

manufacturing plants in the U.S. and France. Cynthia gained tremendous experience with the Beneteau brand and always dreamed of one day buying her own dream boat, a Sense 55.

Cynthia just returned from a 15-month hiatus working and living on a Swan 68 in the Caribbean and Newport in the summer. Her onboard living experience has given Cynthia first-hand knowledge of boat systems, electronics, gear, outfitting, and overall care for a large sailboat.

Cynthia eventually realized she missed land-based life and moved back to her home in Fort Lauderdale, where she combined her extensive sailing experience with her sales experience and became the most recent addition to the Denison Yacht Sales team. Cynthia is excited to be a part of the crew at Denison Yacht Sales.



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FLORIDA YACHT GROUP

FLORIDA, BAHAMAS



David E. Dodgen – Your Miami Broker!

I grew up in Texas around the water and boats since I could walk and started sailing in my teens. My first job was in a boat repair shop in 1964. But I really started sailing after college by crewing Catalina 27 and ended up racing for three years. This experience was a new revelation about the challenge and joy of sailing.

At the 1985 Dallas boat show, my wife and I saw a brand new Morgan 43 going into charter in St. Thomas. We said "Let's go for it". That first charter really changed our lives and we chartered for the next 15 years in the BVI's, the Grenadines, Greece, and Tahiti.

I started selling boats in 1998 in Texas until we found the boat of our dreams and decided that we should be close to the

ocean. We chose Miami. I got my Captain's license and began at Florida Yacht Charters & Sales in Miami in 2002. I licensed as a yacht broker, captain, and instructor. We have sailed Biscayne Bay, the Keys, the Bahamas, and the Intercoastal and completed a circumnavigation of the Caribbean in 2013.

I have been able to help a lot of people over 20 years achieve their own dreams, and in doing that have developed an understanding of what people want and what is important. From an 8 foot sailing dinghy to a 40,000 pound ocean cruiser and all boats in between, it has been a great learning experience with many more to come. Let me put my experience to work for you. Contact me at Florida Yacht Group Miami, by cell at 305-781-2581, or by email at ddodgen@floridayacht.com.



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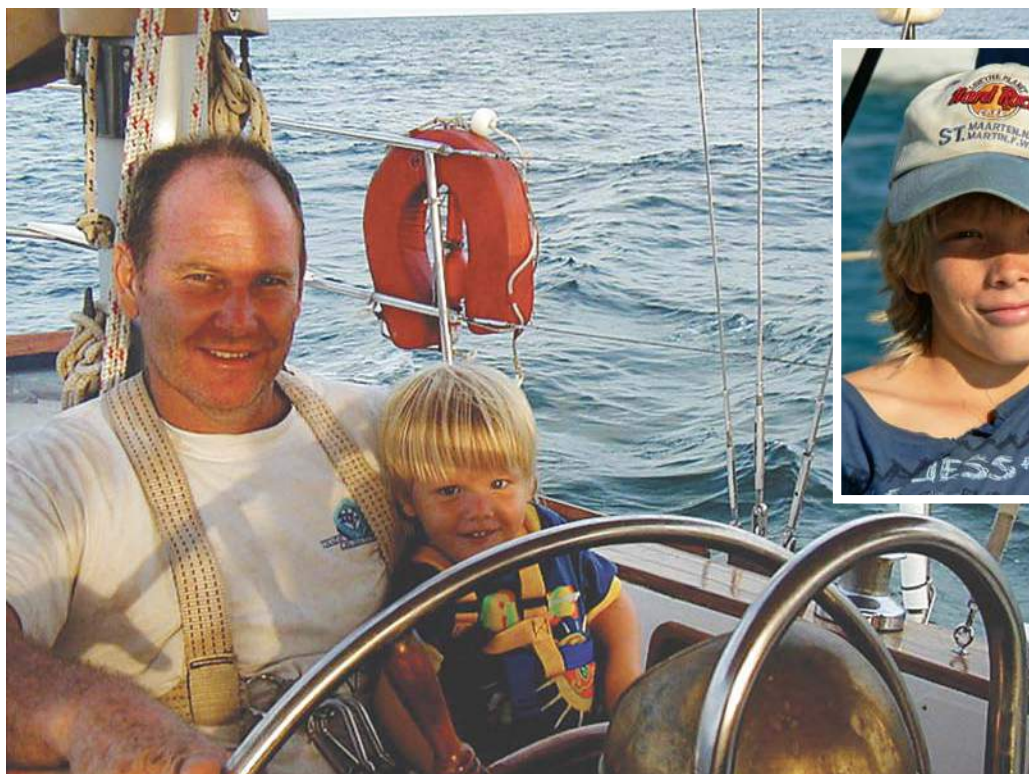
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THE LITTLE SHIP COMPANY

ST. MARTIN



Tony Brewer (I'm the one on the left)



Ten years after

Probably the thing I love best about what I do ... is being at the cusp of change in people's lives. I facilitate people moving on to The Next Big Thing...buyers and sellers alike.

Having spent three years trying to get my own head around selling up everything and buying and refitting a boat to go sailing (I eventually ended up on a therapists couch... but that is another story...) and having spent almost two years trying to sell a boat through brokers a decade later, I am well placed to know what buyers and sellers want.

Essentially, I give my clients what I expected my broker to give me...and then some...and I am picky.

It's that simple.

I have a background in the design, sales and installation of big ticket communication systems, where a knowledge based,

proactive service was imperative. A lifetime spent tinkering with things mechanical, together with time spent as an apprentice aircraft mechanic before I came away, certainly helps too!

So too does the more than thirty years I have been messing about with boats of all sizes, plenty sea miles including two Atlantic crossings, the first being in 1981 navigating with a sextant and a lead line. (and Yes...we got lost.)

In the over twenty years we have been in the Caribbean, we have run charter boats, run charter boat bases, rebuilt "sunk to the bottom" hurricane destroyed vessels and project managed teams of workers refurbishing private and charter vessels...and bought and sold boats for our own account.

The brokerage was the next logical step...and we understand silver service!

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Being part of The Moorings team, our brokers also have resources at their disposal to aid you in every aspect of the purchasing and selling process. Items such as transportation, accommodations, dockage, insurance, financing, and delivery, are examples of the areas where Richard, Giles and Gwenaëlle can be invaluable assets to both buyers and sellers. When purchasing or selling a yacht through one of our brokers, you will not only be dealing with professional and licensed brokers on site, but also have the security of dealing with a publicly traded and bonded company that has offices globally.

Come meet Richard Vass (Tortola). He first moved to the British Virgin Islands eighteen years ago, working for both Sunsail and The Moorings during this time. Richard's family are keen sailors and his introduction to yachts began at an early age. Drawing on his knowledge of charter yachts, passion for sailing, and his local knowledge, you'll find Richard a friendly chap who is happy to explain the brokerage process as well as help you find your dream yacht. He has 20 years of experience in the yachting industry. Most of these years were spent working with The Moorings and Sunsail between the Mediterranean and the Caribbean. In 2004 Richard joined the Moorings Brokerage Team and has been an asset not only to his many buyers and sellers, but also to the whole Moorings Team. Richard can be reached at rvass@mooringsbrokerage.com or on his cell phone at (1) 284-346-2016.

Giles Wood's (Tortola) first memory of sailing was sitting

on the bow of a dinghy when he was about 5, while he sailed around the bay with his Dad. He has been sailing ever since. He joined the Moorings Brokerage Team in Tortola 7 years ago after having set up the sailing school here for Sunsail. Studying engineering at university, he worked as a sales manager selling classic and sports automobiles before turning back to the water. He is qualified RYA Yachtmaster Ocean Instructor and has been around the world skippering, racing, teaching and brings his enthusiasm for sailing to the brokerage. His hands-on knowledge and experience is a great asset when looking for the right boat or getting onboard once you have found it. Giles can be reached at gwood@mooringsbrokerage.com or on his cell phone at (1) 284-346-0252.

Gwenaëlle Robic (St Martin) studied Marine and Environmental Science with Sports Management in France, before travelling to Australia to improve her English skills. Back in Europe, she was a sailing instructor for a well-known travel firm in the Med and also Guadeloupe in the Caribbean. She furthered her marine industry experience by working for a major sailboat manufacturer in France followed by a yacht charter company in Saint-Martin, Caribbean. With Gwenaëlle's vast yachting knowledge from the manufacturing and charter side, she will lend value to any deal with her customer dedication and product knowledge. Gwenaëlle can be reached at gwenaelle.robic@mooringsbrokerage.com or on her cell phone at +590.690.66.05.66.



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513-677-5338



Jeff Jones
Jeff@multihullcompany.com
954-557-4050

The Multihull Company prides itself on not just knowing the locals but on being a local! We speak the language, so to speak, know where the safe harbors and the rough passages are whether you are buying or selling a catamaran. TMC is the industry leader in sales of voyaging catamarans with documented market intelligence on what is selling, why and for what price. This is invaluable when you are buying or selling.

When it comes to multihull design and construction TMC's highly trained team of catamaran and trimaran experts know what works and what doesn't – and they are not afraid to tell you. They understand the needs of every type of multihull sailor, from coastal cruisers to world voyagers, offshore racers to live-aboards. They know the pros and cons of every major production model ever sold and have attended multihull surveys around the world and are skillful at counseling clients on the resolutions of "after-survey" issues. They are trained to be detail oriented about contracts, taxing and registration issues in multiple countries. They are firm and fair.

So, meet our team.

Alexis de Boucaud is The Multihull Company's Senior Broker who works with clients from around the world as well as his own backyard in Fort Lauderdale but splits his time between Fort Lauderdale and the French Caribbean island of St. Martin where he partners with Bettina Rehn to better serve clients.

Also in Florida are TMC agents Cal Landau in West Palm Beach, Jeff Jones in Fort Lauderdale and George Ottoni in Hollywood. Our agents are perfect suited to assist you no matter

where you wish to purchase or sell a boat in the state of Florida.

Carl Olivier is TMC's Associate Broker in the British Virgin Islands at Harbour View Marina. Carl is perfectly situated on the East End of Tortola where he is able to assist TMC clients from around the world with showings, guardianship, as well as a full scope of Marine Management Services.

Chris Rundlett and Chrystal Young are the TMC's Associate Brokers on the beautiful island of Grenada in the Southern Caribbean where they live full-time. In addition to the yacht brokerage, they also own an ASA sailing school LTD Sailing - "Living the Dream!" Their offices are located near Secret Harbor Marina in Mt. Hartman Bay which is accessible by car or dingy. Contact Chris & Chrystal if you're thinking about buying or selling a yacht in the West Indies, need recommendations for marine services, or just want to talk about boats!

The TMC Broker on the island of Trinidad is Jaryd Forbes. Growing up in Trinidad & Tobago, Jaryd's love of the ocean started at a very young age. Travelling aboard his father's Lagoon 42 "Delphini", Jaryd developed a thorough knowledge and affinity for crafts of all types as well as ocean faring. With experience ranging from power to sailboats of all models and sizes, and assisting with pre-purchase surveys and deliveries, he possesses an intimate knowledge of his native Trinidad and the wider Caribbean in order to better serve TMC clients. With our experienced team of brokers throughout the Caribbean, as well as around the world, The Multihull Company is surely the only destination you need to consider when buying or selling a catamaran!



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2017 CARIBBEAN CREWED CHARTER YACHT SHOWS: A PREVIEW

BY CAROL M. BAREUTHER

Seeing and being seen is what the Caribbean's charter yacht shows are all about. The seeing comes by the brokers, the industry's sales force, who tour the yachts and interview the crews. The being seen is on the part of the yachts and crews, ready to show their best in anticipation of being regularly booked by the brokers. Ultimately, it's the charter guests who benefit. There's nothing better than when a broker's match-making skills between guest and yacht make for the charter vacation of

a lifetime. Here's what's new this year at the region's three fall shows:

CHARTER YACHT SHOW
November 7th-10th 2017
Nanny Cay Resort & Marina
crewedyachtsbvi.com

Seventy-five yachts, mostly multihulls including a growing number of power cats up to a 77-footer, as well as mono-



Charter Yacht Show, BVI



Pan band Shooting Stars keeping it Caribbean at the BVI Charter Yacht Show

PHOTO: EPIC YACHT CHARTERS

hulls and power yachts to a smaller extent, will be visited by some 130 brokers from the Caribbean, U.S.A., Canada, U.K. and Argentina.

"Our show features luxury crewed charter yachts more so than mega-yachts," says Janet Oliver, executive director of the Charter Yacht Society (CYS) of the BVI. "We tend to get the yachts which are new to the industry; those making their debut and in many cases, fresh from the factory."

Last year, the CYS introduced its Dining on Deck. This event enables brokers to dine aboard the yachts and really meet the crews without having time constraints. New this year, for those not participating, organizers have planned a Quiz Night with quizmaster, Dick Schoonover, manager of the crewed yacht clearinghouse, CharterPort BVI, in Tortola. There will be beer, pizza and friendly competition.

Also new, on November 7th, there will be a new broker orientation hosted by CYBA (Caribbean Yacht Brokers Association) and the CYS. This will provide an overview of what to expect at the show, a refresh of information from CYBA's online broker course and tips on how to maximize the four-day experience. Newcomers will have the opportunity to shadow a seasoned broker for the first half day of the show.

Statistics show that chartering is a \$250 million industry in the BVI, according to Oliver. Crewed yachts bring in approximately \$52 million.

USVI CHARTER YACHT SHOW

November 11th-14th 2017

Yacht Haven Grande | St. Thomas, U.S. Virgin Islands
www.vipca.org

The new non-profit organization, the VI Professional Charter Association (VIPCA), is operating the show this year. Fifty to 75 yachts are expected, representing 'something for everyone' in a fleet of sail and power, multi and monohulls. An equal number of yacht brokers from the U.S.A., Canada and Europe are registered to attend.

"A Marine Expo takes place on the first evening and features a wide range of vendors from marine to provisioning businesses. The USVI's craft distillers will also be there to offer tastings of rum, vodka and gin," says Oriel Blake, VIPCA's executive director.

Contests include the long-standing culinary competition and

Yacht Haven Grande – home of the USVI Charter Yacht Show



PHOTO COURTESY OF YACHT HAVEN GRAND



PHOTO: DEAN BARNES

USVI Charter Show culinary competition, 2016



PHOTO COURTESY OF YACHT HAVEN GRAND

Welcoming party ready to take the lines at Yacht Haven Grand

new 'Most Eco-Yacht' competition run by Blue Flag Global, with prizes by Cardow Jewelers.

New too will be the Schools' Open Day on the show's final day. Sixty high school students will tour the docks to meet the crew and learn about career opportunities in the industry via a special marine seminar with several inspirational speakers. The aim is to encourage Virgin Islands youth to join the marine industry, says Blake, as well as to provide them with industry development opportunities.

Seven percent of employment in the USVI is ocean industries, three times the U.S. national average of ocean and Great Lakes bordering states, according to an August 2016-published, July 2017-updated NOAA (National Office of Atmosphere Administration) report.

ANTIGUA CHARTER YACHT SHOW

December 4th-10th 2017


**Nelson's Dockyard Marina, Falmouth Harbour Marina
& Antigua Yacht Club Marina | Antigua & Barbuda**
www.antiguayachtshow.com

Over 300 brokers, from as far away as Bali and New Zealand, will tour yachts on the docks at Antigua's three south-island marinas.

"Our niche is highlighting the large power and sailing yachts that are here in the Caribbean for the 2017-2018 season," says Sarah Sebastian, co-manager of the Antigua Charter Yacht Show with Afsaneh Franklin, and owner of Nicholson Yacht Charters & Services. "Many of these yachts summer in the Mediterranean and winter with us. Burger, Fraser, Camper & Nicholsons and Northrop & Johnson all bring substantial fleets."

Two new events bookend the start and finish of this year's show. One is the 'Best of Antigua & Barbuda' on December 4th, which highlights high-end resorts, restaurants, spas, excursions, provisioners and more, that guests can enjoy at the beginning or end of a charter. This takes place from 1 to 8pm, at Nelson's Dockyard. There will be food, drink and music. The second new event is the Captain's Sunset Soiree, on December 9th, from 6:30-8:30pm at the newly restored and resplendent Clarence House in the Dockyard.

Popular events continue, such as the Concours de Chef Culinary Competition. This year's theme will be 'A Caribbean Brunch', owing to the popularity of brunch served on the first or last day of charters.

"The yachts are a significant part of the economy here. Consider that the docks are nearly empty three weeks before and then completely filled for the show. The show really kick starts our season," says Sebastian. 

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



Antigua Show shows the flags

TIPS TO SUCCESSFULLY RUN A CREWED CHARTER YACHT IN THE CARIBBEAN

BY CAROL M. BAREUTHER



Charter yacht Xenia 50

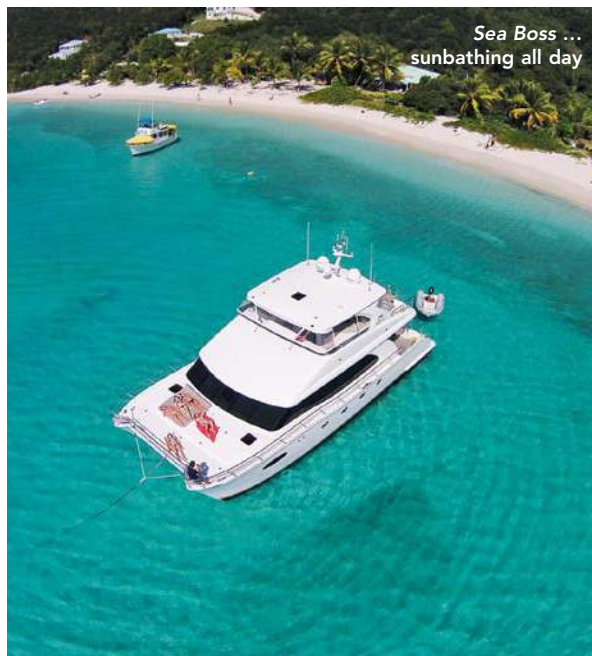
Operating a charter yacht is a dream career for many people. However, the industry has become much more professionalized than the care-free, regulation-free, tax-free days of half a century ago. What is needed to successfully charter as crew or owner operators? *All At Sea* asked veteran charter brokers and crews to share their insights.

1. SELECT YOUR DESTINATION

Great weather, exquisite natural beauty and straightforward navigation attracts captains and crews to the Caribbean, says Trish Cronan, president of Ft. Denaud, Florida-based Ocean Getaways Yacht Charters. "For those seeking work, there's a huge charter fleet. It's a year-round destination versus places like the Bahamas, which can have variable winter weather.



Charter Yacht *Something Wonderful* making a splash in the warm Caribbean Sea



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There is also a large infrastructure that supports yacht chartering – everything from provisioners to day workers to skilled tradesman, boat yards, etc.”

Beyond this, crews can home-base in the Virgins, the St. Maarten area or the Grenadines, and French speakers often chose Guadelupe or Martinique, according to Dick

Schoonover, manager of CharterPort BVI, in Tortola. “While the individual cruising areas are much alike, they are also quite different. The Virgins have a vast amount of yacht-oriented services, cover a relatively small cruising area and are perfect for round trips since the starting port and ending port are the same. The St. Maarten/St. Barth area is more developed, quite chic and continental compared to the Virgins, while the

PHOTO COURTESY OF CHARTERPORT BVI

Power Cat *Ohana*



Charter yacht *Two If By Sea*



Grenadines are a bit more distant and less developed. After that, there's still Belize, and Cuba is emerging from her decades of embargo."

2. BE PREPARED FOR CHALLENGES

Understand the Caribbean is a unique part of the world with its own customs and practices, says Tyler Dunn, who captains the 45ft Leopard catamaran, *Two If By Sea*, with wife and fellow captain Kelsey. "If you're not prepared to embrace these, you will run into bad attitudes and slow service. However, if you do make the effort and are genuine, people respond well and are more than happy to help out."

Jade Konst, first mate aboard the 50ft Privilege, *Xenia 50*, agrees and adds, "Island life has its own unique rhythm that takes getting used to when working with local companies on a timeline or a budget for a charter guest or owner with high expectations. Shipments of parts and provisions can be slow at best, and selection is minimal on most islands. Beyond

this, local knowledge is imperative, from where to anchor and snorkel to where to get the best steaks or lobsters."

3. DECIDE: OWNER-OPERATOR OR CREW?

Fewer crews choose to be owner operators, says Kathleen Mullen, yacht and charter broker at Regency Yacht Vacations Ltd., in Tortola, BVI. "This is because boats are bigger and more expensive. Someone who has the money to spend one or two million dollars on a boat doesn't necessarily want to work on it."

As an owner operator, you're in charge of your own destiny and get to do it your way, explains Ocean Getaways' Cronan. "But, there is absolutely no way that you are going to have enough of a profit margin to pay yourself the same salary that you'd receive in working for someone else."

Speaking as a crew member, *Two If By Sea's* Dunn says, "a very large positive about being paid crew is that you are run-



Power Cat *Ohana* anchored off Foxy's Tamarind Bar, Jost Van Dyke, BVI

PHOTO COURTESY OF CHARTERPORT BVI

ning a yacht in the Caribbean that someone else has footed the bill for. Granted, that comes with the understanding that you must work your butt off for the opportunity to do it but it's a nice little perk. Some of the cons are the long, long, days of being cramped into engine rooms, cleaning toilets, and the many other 'glamorous' boat tasks associated with running a yacht."

4. DO YOUR HOMEWORK

Enquire about legalities in one's chosen island well ahead of time, recommends CharterPort BVI's Schoonover. "How does one get legal requirements like work permits, trade licenses, so forth? What paperwork should I bring? Financially, how can I work this? Can I open a bank account locally? This applies to all crews, regardless of for whom they work. How long does it take to get into the swing of things, charter-wise? Everyone asks, 'When can I expect my first booking?'"

On this last point, Ocean Getaways' Cronan advises: "Set

yourself up with a clearinghouse or central agent (CA) if you want to garner business from brokers. A good CA will guide you with pricing, industry expectations, marketing, etc. You also should be in one of the annual charter yacht shows."

5. BUILD YOUR SKILL SET

Captain's licenses are issued by tonnage, so the captain must have the appropriate size of license for the yacht he runs, says Ann McHorney, founder and chief executive officer of Fort Lauderdale, Florida-based Select Yachts. "A few countries, such as France or the US, have rules for nationalities; US flagged yachts must carry US captains and for French flags the captain must be in their social security system. USCG and MCA licenses are both very respected. Of course, captains must be people persons and be fun and interesting, but also be organized and in command. They should also have good mechanical skills unless the yacht is of a size that there is a dedicated engineer on board as well."



As for chefs, absolute flexibility is necessary, according to *Xenia 50's* Konst. "Charter guests come with all different types of food preferences. Provisions fluctuate rapidly day by day and sometimes good quality meats and produce are difficult to come by. Your best menu and shopping list can go askew in the blink of an eye. You need to be a master at having plan B, C and D sorted before you've even realized there's no lettuce on island anywhere!"

The workplace is becoming more competitive and the standards are high for both captains and crews. "Besides your yachting qualifications, look at how you can enhance your skills to become more competitive. Things like becoming a dive master, masseuse, sommelier or videographer," suggests *Ocean Getaways'* Cronan.

6. CHOOSE THE RIGHT YACHT, TOYS & AMENITIES

Catamarans reign these days, says Cronan. "People love the space, the stability, the all-inclusive pricing and the fairly equal cabins. Typically, potential clients are not requesting monohulls unless they are serious sailors. If you are entry level

and looking for a job on a yacht, there are many more opportunities on motor yachts, and in general, the pay is higher.

Windsurfers are passé when it comes to water toys. "Stand-up Paddle boards are a must and kayaks remain strong. 'Floating sun islands' seem to be a big hit, and folks still fancy a go at towed watersports. Snorkeling remains one of the cornerstones, and dive yachts remain busy," explains CharterPort BVI's Schoonover.

Finally, says *Two If By Sea's* Dunn, "Ten years ago it wasn't necessary for people to have Wi-Fi. You could sell the 'unplugged' charter in the Caribbean idea without much trouble. Nowadays, if you don't have the ability for your guest's teenage daughter to keep her streaks on Snapchat alive, you may lose a charter."

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

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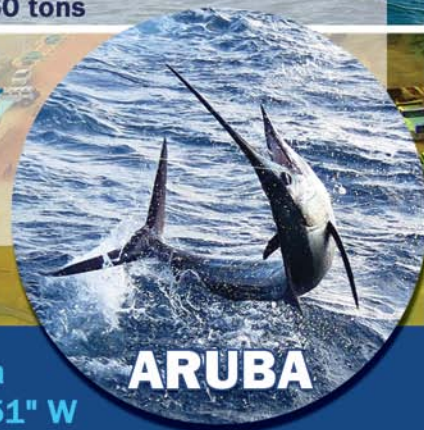
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BERMUDA: A PHOTO JOURNAL

BERMUDA STORY AND PHOTOS KATHY BOHANAN ENZERINK



Shaped like a fish hook, the islands of Bermuda are surrounded by turquoise waters with pink sand beaches. Traveling the string of seven islets connected by bridges on narrow roads, viewers are rewarded with lush foliage, fragrant bougainvillea, small farms, pastel-colored houses and stately mansions.

Bermuda, an extinct, low-forming volcanic chain in the North Atlantic, is ringed by treacherous reefs, making it one of the world's top diving destinations. Its varied topography makes Bermuda ideal for all types of water sports, hiking and golfing.



Unemployment is virtually nonexistent in Bermuda. Today the dominant industry is financial and includes some of the world's largest re-insurance companies. Earnings from this sector are now twice that of tourism. Two percent of the population work in fishing and agriculture which is limited as only six percent of the country's land is arable.

Spanish sea captain and explorer Juan de Bermudez, for whom the country is named, first sighted the uninhabited islands in 1503. The land was permanently settled in 1609 in the aftermath of a hurricane when a British ship carrying passengers and provisions destined for Jamestown, Va., wrecked on the islands' shores.

Since the recession of 2008, Bermuda tourism has diminished - that is until the tiny country won the nod to host the 2017 America's Cup races sailed this year in May and June. Then hotels and resorts were bustling. Restaurants ran out of popular selections as dining demands were underestimated. Buses and ferries to and from the Naval Dockyard and America's Cup Village were crowded. In every direction, national team pride and attire was evident. Taxi drivers worked long hours, most without complaint. This was an opportunity to make up for the past nine years with a hopeful vision to put Bermuda back as a travel destination.

1 & 1a) Iconic Gombey dancers, a vibrant, visual blend of African, Native American, Caribbean and British cultures, lead off the Harbour Nights parade and street festival Wednesday evenings on Front Street along Hamilton's waterfront. An African word, Gombey means rhythm, describing the infectious beat of the music and its musicians. Costumes are topped with peacock feathers symbolizing pride and strength. Captain of the troupe carries a whip while all performers wear hand-painted masks, a tradition dating to

FACTS AT A GLANCE:

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3



the early 1800s. According to legend, tiny mirrors reflecting the sun ward off evil spirits.

2) Bermuda Onions are not just a local crop anymore! Frequent visitors to Bermuda's seven connected-by-bridge islands are affectionately referred to as the country's famous onions. Mary Caletti of Toronto with her niece, Chris Caletti of Ottawa have been 'Bermuda Onions' for decades. "But some Bermudians prefer to call us 'Crazy Canadians', Mary said.

3) Passengers await the pink bus at a decorated stop. Bermuda has 11 bus routes connecting St. George, Hamilton, America's Cup Village and the Naval Dockyards.

4) Graves are usually six to 12 feet deep and able to accommodate several coffins. The vaulted covers are whitewashed every Easter and Christmas. The practice is when the graves are full they are cleaned to accept additional family, at which time the older coffin material is removed leaving only the bodily remains. Palmetto leaves are spread to conceal the

2





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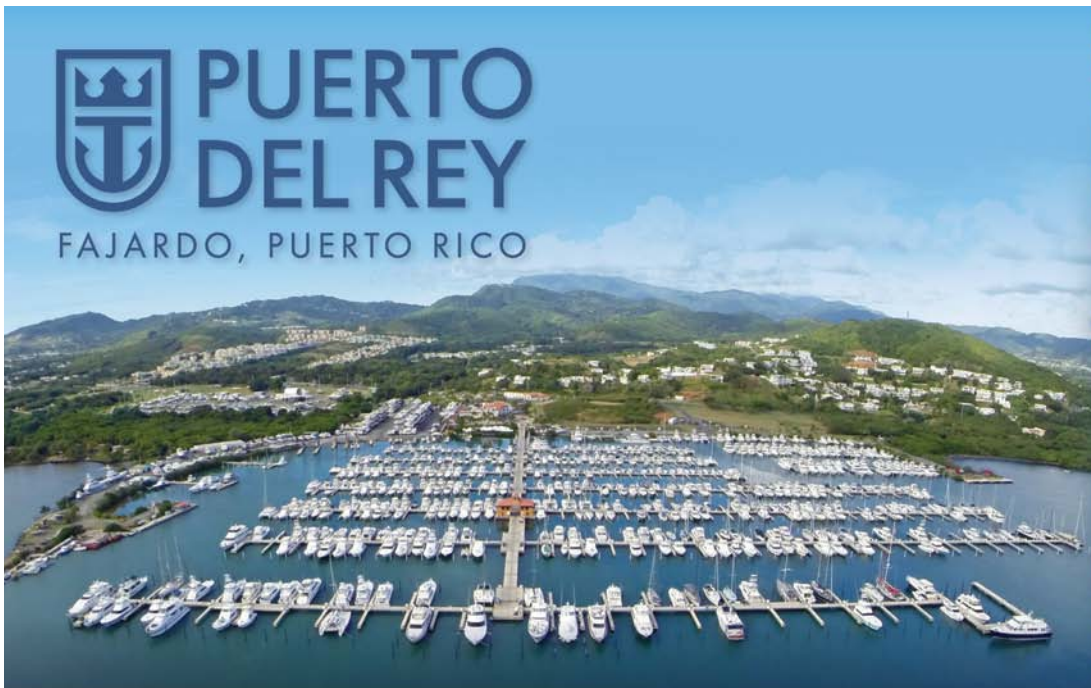
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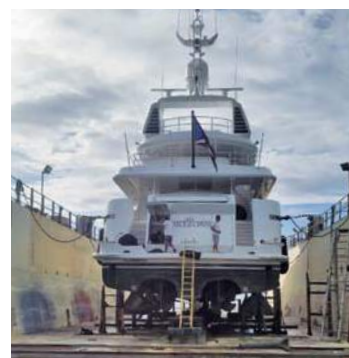
previous coffin. "The first one to pass carries the weight of those who follow," said James, a retired teacher and taxi owner-operator.

5) It's estimated that up to 30,000 feral chickens freely roam the islands as they have no significant natural predators. They are considered a serious threat to parks and agricultural lands. Once domestic, the feral fowl cause \$50,000 to \$100,000 worth of annual damage to such crops as beans, broccoli, cauliflower, tomatoes, lettuce, carrots, potatoes, strawberries and bananas.

5



When a hen lays five eggs, and four of the five are female, a single hen can produce 1024 chicks in two years.



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6) Despite the absence of fresh water springs, rivers or lakes, Bermudian homes are self-sufficient. Steep limestone roofs are designed to collect rain water which is stored in tanks beneath the houses. One square foot of roof requires a minimum eight gallons of water tank storage. White paint reflects ultra-violet light from the sun and helps purify the water. The heavy roofs are not easily shifted by hurricanes.

Visitors are encouraged to rent mopeds or tiny cars for exploring Bermuda's seven bridge-connected islands. There are no automobiles to rent and residents are limited to owning one car per family.

Bermuda shorts? The legacy of the British Army's uniform, worn with jackets, ties, and knee socks remains the mainstay of local businessmen and is popular with tourists. It's 'extremely Bermudian'.

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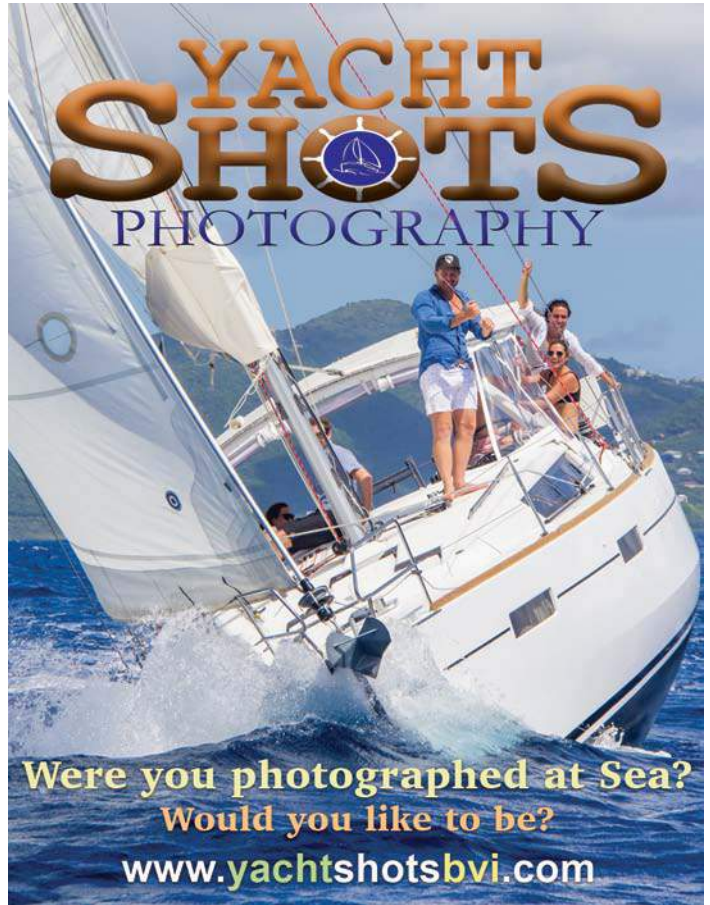


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CARRIACOU REGATTA FESTIVAL: SLOOPS, SMALL BOATS & GREASY POLE COMPETITIONS

CARRIACAOU BY CAROL M. BAREUTHER



Photo taken aboard *Free* in St. Barth

Wooden boat racing at its best, plus a whole lot more on shore is a great way to describe the Carriacou Regatta Festival. Held August 4th to 7th out of Hillsborough, this year's event saw the overall participation of 40 sailboats in nine classes, including small and large open boats, small and large deck sloops and Woburn workboats. Entrants came from Bequia, Mayreau, Union Island, Canouan, Grenada, Antigua, St.

Barths and the host island of Carriacou. The weather was ideal for sailing and it showed in some great competition.

"As with previous Carriacou Regatta Festivals, the keen rivalry between boatmen vying for top honors in the various classes as well as the indigenous greasy pole and donkey race proved to be the highlight of this year's festivities," says regatta director Karl Benjamin. "We were greatly pleased to have had two



FILE PHOTO COURTESY OF GRENADA TOURISM AUTHORITY



PHOTO COURTESY OF MRS NIKOYAN ROBERTS, GRENADA TOURISM AUTHORITY

Antiguan sloops participating in the sloop races, Savvy and Free in St. Barth."

The sloop racing was indeed exciting, according to Thierry de Badereau, owner of the 42ft Alwyn Enoe-built Carriacou sloop, Free in St. Barth.

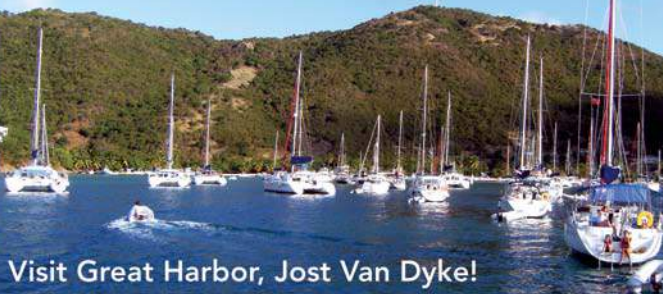
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Keeping it close

I was sailing aboard in this regatta," says Badereau, who had builder Enoe take the helm. "We won the first day's race. The next day, we raced around the island and it was very competitive. We were only two seconds behind the next boat after over four hours of racing. We won another race on the third day and finished the regatta overall in third, with *Glacier* beating us in first and *American Eagle* second."

Traditional race courses were set along the west side of Carriacou, between Hillsborough Bay and Sisters Rocks to the south. In the Round the Island race, the large and small deck sloop classes raced around Carriacou, sailing eastwards from Windward then heading south and returning to Windward via the western side of the island.

Badereau's enjoyment of traditional wooden boat racing saw



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BRIDGE OPENING TIMES - Dutch & French St. Martin

<p>DUTCH SIDE – Bridge Operator VHF Ch. 12 SIMPSON BAY BRIDGE:</p> <table border="0" style="width: 100%;"> <tr> <td>Outbound</td> <td>Inbound</td> </tr> <tr> <td>0830 hours</td> <td>0930 hours</td> </tr> <tr> <td>1030 hours</td> <td>1130 hours</td> </tr> <tr> <td>1600 hours</td> <td>1500 hours</td> </tr> <tr> <td></td> <td>1700 hours</td> </tr> </table> <p>CAUSEWAY BRIDGE:</p> <table border="0" style="width: 100%;"> <tr> <td colspan="3">Inbound & Outbound Traffic</td> </tr> <tr> <td>0815 hours</td> <td>0945 hours</td> <td>1515 hours</td> </tr> <tr> <td>1015 hours</td> <td>1145 hours</td> <td><i>On Call for In & Outbound traffic</i></td> </tr> <tr> <td>1545 hours</td> <td>1715 hours</td> <td></td> </tr> </table> <p><small>The above times are now in affect. After a period of three months, an assessment will follow to determine if changes need to be made or whether the bridge times will remain as published.</small></p>	Outbound	Inbound	0830 hours	0930 hours	1030 hours	1130 hours	1600 hours	1500 hours		1700 hours	Inbound & Outbound Traffic			0815 hours	0945 hours	1515 hours	1015 hours	1145 hours	<i>On Call for In & Outbound traffic</i>	1545 hours	1715 hours		<p>FRENCH SIDE – Bridge Operator VHF Ch. 16 / Tel: (590) 87 20 43</p> <p>Outbound & Inbound (Outbound Traffic proceeds Inbound Traffic)</p> <table border="0" style="width: 100%;"> <tr> <td>0900 hours</td> <td><i>Sundays & Public Holidays</i></td> </tr> <tr> <td>1430 hours</td> <td>0900 hours</td> </tr> <tr> <td>1730 hours</td> <td>1730 hours</td> </tr> </table>	0900 hours	<i>Sundays & Public Holidays</i>	1430 hours	0900 hours	1730 hours	1730 hours
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his participation in the Antigua Classic Yacht Regatta and West Indies Regatta in St. Barth earlier this year.

"Next year is the tenth anniversary of the West Indies Regatta, so there should be many boats. We hope to bring them all, including Alexis Andrew's *Genesis*, down to Carriacou next summer to race," he says.

Hudson Williams, from Canouan, skippered his 14ft craft *D Shark* in the Small Open Boat class.

"What I really like best is the sailing," says Williams, who had his boat built in St. Vincent and finished it himself in Canouan. "I didn't have my regular crew, but instead had a group of guys with me that had always wanted to race. I really love boat racing."

Williams says he's seeking a sponsor to add a mainsail to his boat and get more speed out of her for next year. This might easily turn his second place in class finish this year into a first for 2018.

Ashore, a Miss Teen Regatta contest, Cultural Extravaganza Fete and Emancipation Day Parade all added to the fun. 🌊

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



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Imagine casting off from a marina, cruising for just ten minutes to a channel literally chockfull of fish, and then reeling in multiple tarpon ranging from ten to nearly 200 pounds apiece. This describes the scene at the Tarpon Thunder Tournament, hosted off Trinidad's Gasparee Island on July 29th and 30th. This year, 14 boats with 74 of some of the best fishermen in Trinidad & Tobago, the surrounding Caribbean and U.S.A. released a whopping 347 tarpon over three sessions of angling. Results such as these, plus records like the 198lb tarpon caught in this event back in 2012, have turned this two-island nation into a globally-recognized hot-spot for tarpon. Of course, it's the fish tales that really bring the excitement of the competition and extraordinary nature of these fishing grounds to life.

"We thought we did well with 24 releases until we learned Team Moisturizer released 33 tarpon, slingshotting them from a lower ranking of teams straight into second place. This is one scenario that makes this tournament so thrilling. Teams can come from behind and leap ahead at any given moment"

"The first session kicked off with a bang," explains Brett Thompson, whose *Team D'Rog* aboard an island-built pirogue earned Top Boat after finishing third for the past five years. "We hooked our first fish in five minutes. Little did we know what would happen right after. Two minutes later, we hooked into a quadruple header, then triple and two doubles. Twenty-three releases total in that first session put us in first."

The tournament is fished in three sessions of morning and late afternoon the first day and morning the second day. Every tarpon is released.

In the afternoon, "we thought we did well with 24 releases until we learned *Team Moisturizer* released 33 tarpon, slingshotting them from a lower ranking of teams straight into second place. This is one scenario that makes this tournament so thrilling. Teams can come from behind and leap ahead at any given moment. Luckily for us we still held first place and had no intentions of stepping off the gas," says Thompson.



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Team Moisturizer's 33 tarpon set a tournament record for most releases in one session.

"There were so many fish that one team member stopped fishing to make sure we could call in all of the fish to radio control, get the verification video footage and log all of the fish on the catch report," says Adam Conyers, who owns Team Moisturizer's 26ft Proline.

Tensions ran high as teams headed out for the third and final session the next morning. Team D'Rog stuck with their strategy and fishing again started slowly with only three releases in the first hour. Then, the bite picked up and soon they had scored 21 releases. Team D'Rog didn't know whether this was enough to keep them in first place as the airways were quiet and they assumed they had radio problems. Soon, they caught up to fellow competitor, Jonathan de la Rosa, who congratulated them on their win.

"It was a very exciting for the team to win," says Thompson. "The great tarpon fishery and the family-like comradery is what makes this tournament so special."

In other awards, teams Mapapire and Moisturizer finished second and third, respectively, in the boat standings. Ruslan Mammadli on *Animal* released the first tarpon of the tournament; Simon Bernard on D'Rog scored Top Angler, Francis Mouttet earned Best Junior Angler and Best Female Angler, and Clay Padgett on *Animal* was the Best Foreign Angler.

"People fly from all over the world to visit Trinidad to encounter these tarpon and our Government needs to understand the value of protecting the species and preserving them for generations to come," says de la Rosa, president of the host Trinidad & Tobago Game Fishing Association. www.ttgfa.com



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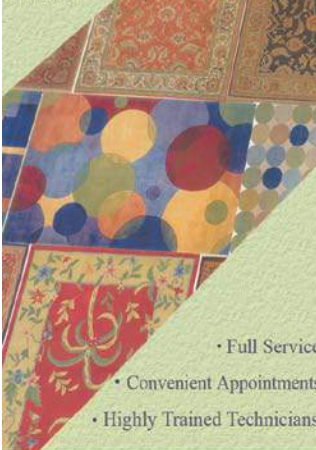
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Marc Rooijakkers, managing director (left) and yard manager Gareth Weber

An even higher level of service and even greater efficiency in yard work are a few of the priorities of Curaçao Marine's new owners. Sold earlier this year, Curaçao Marine, which is located at the Willemstad harbor, is one of the largest yacht service centers, haul-out facilities and boatyards in the Southern Caribbean. The new leadership team, managing director Marc Rooijakkers and yard manager Gareth Weber, have set out to grow the business.

"We are implementing and investing in many different aspects of the business and these improvements will all directly or indirectly benefit the customer experience," says Rooijakkers, an Aruban native with a mechanical engineering degree. Rooijakkers is a third-generation sailor, who at 14 years of age bought his first fixer upper, a Dutch Zeeton 24, designed by Van der Stadt, completely renovated it and sailed it competitively with his brother. "We have undertaken many actions right away; which include smaller investments, such as installing a VHF, to



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bigger long-term investments, such as outsourcing security to a professional company and placing 18 new cameras. A few of the bigger plans are building onsite accommodation and reinforcing the asphalted terrain for heavier yachts."

Weber, a Curaçao native who was approached by Rooijakkers and Curaçao Marine's new owner with an offer he couldn't refuse, has sailed for over 20 years and for the past five also volunteered as a captain for local rescue organization, CITRO.

There are several benefits to Curaçao as a marine destination. Its strategic location is outside the hurricane belt, meaning it a safer station for long term storage. For boats heading to Central America, the Panama Canal and the Pacific, the island provides a convenient stop-over for last minute provisioning and repairs.

"My responsibility is to make sure everything runs smoothly in the yard and that our customers continue their sailing journey as happy sailors. All planned work should be carried out effectively. This includes working with a capable crew; which means training, guiding, and motivating our crew to deliver quality work. Besides planning and managing the crew, maintenance is also key. It is important to make sure that our equipment and machinery is in optimum condition and is ready to go," says Weber.

There are several benefits to Curaçao as a marine destination. Its strategic location is outside the hurricane belt, meaning it a safer station for long term storage. For boats heading to Central America, the Panama Canal and the Pacific, the island provides a convenient stop-over for last minute provisioning and repairs. The many flight connections through the island's international airport benefits transport of both passengers and products. Curaçao Marine is currently working to provide duty-free shopping as an added service to its customers in transit. What's more, there are a number of events and activities happening on the island throughout the year.

"Our young and experienced team believes that Curaçao has the potential to become one of the prominent players in the Caribbean leisure yachting and boating industries," Rooijakkers adds.

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Grenada	Grenada Marine	473-443-1667	15'	70'	4	●	110/220		●		●	●		●	16	FREE
Grenada	Le Phare Bleu Marina	473-444-2400	15'	120'	60	●	110/220/480		●	●	●	●	●	●	16	FREE
Grenada	Port Louis Marina	473-435-7431	14.76'	90m	170	●	110/208/220/230/240/ 400/480/630V	●			●	●	●	●	14	FREE
Grenada	Prickly Bay Marina	473-439-5265	17'	200'	10	●	110/220/308		●	●	●	●	●	●	16	●
Guadeloupe	Marina Bas-du-Fort	590 590 936 620	15.5'	210'	1,100	●	110/220/380		●	●	●	●	●	●	9	FREE
Jamaica	Errol Flynn Marina & Shipyard	876-715-6044	32'	600'	33	●	110/220/480 1&3PH 50/60HZ	Cable	●	●	●	●	●	●	16/9	FREE
Jost Van Dyke	North Latitude Marina	284-440-4322 284-495-9930	12'	50'	N/A	●	N/A		●	●			●		16	
Panama	Bocas Marina www.bocasmarina.com	507-757-9800	20'	150'	83	●	110 -220v		●		●	●	●	●	68	FREE
Panama	Red Frog Beach Marina redfrogbeach.com an  IGY destination™	+507 6726-4500	20'	300'	84	●	50 Amp 110/220V 60 Hz, 100 Amp 220V 60 Hz, 200 Amp 480V 60 Hz 3-phase		●	●	●	●	●	●	68	●
Puerto Rico	Club Nautico de San Juan	787-722-0177	31'	250'	121	●	120/240		●	●	●	●		●	16/10 68	●
Puerto Rico	Marina Pescaderia	787-717-3638	8'	65'	97	●	110/220		●	●	●	●	●	●	16/68	●
Puerto Rico	Ponce Yacht & Fishing Club	787-842-9003	20'	150'	169	●	110/220V, 30A, 50A and 100A		●	●	●	●		●	68	FREE</

			Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet
St. Lucia	Rodney Bay Marina www.igy-rodneymarina.com an IGY destination™	758-572-7200	14'	285'	253	•	120V- 480V, 30/50/100/ 125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	•	•	•	•	•	•	•	•	16	FREE
St. Lucia	The Marina at Marigot Bay	758-451-4275	16'	250'	40	•	110/220/380, 50/60 Hz	Cable	•	•	•	•	•	•	•	16/12	•
St. Maarten	Bobby's Marina www.bobbysmarina.com	721-542-2366	12'	130'	80	•	110/220V		•	•	•	•	•	•	•	16/69	•
St. Maarten	Island Water World Marina	599-544-5310	8'	90'	54	•	Available	Cable	•	•	•	•	•	•	•	74	FREE
St. Maarten	Lagoon Marina Cole Bay Waterfront	599-544-2611	9'	100'	45	•	110/220	•	•	•	•	•	•	•	•	16	FREE
St. Maarten	Simpson Bay Marina www.igy-simpsonbay.com an IGY destination™	721-544-2309	13'	196'	114	•	480V 3-phase 100 amps/ leg; 220V 3-phase 100 amps/leg; 220V 50 amps; 110V 30 amps 60hz	•	•	•	•	•	•	•	•	16/ 79A	FREE
St. Maarten	The Yacht Club at Isle de Sol www.igy-isledesol.com an IGY destination™	721 544 2408	18'	320'	45	•	480V 3-phase 100 amps/ leg; 220V 3- & single- phase; 100 amps/leg; 220V 50 amps 60hz	•	•	•	•	•	•	•	•	16/ 78A	FREE
St. Martin	Captain Oliver's	590-590-87- 33-47	10'	150'	160	•	110/240		•	•	•	•	•	•	•	16/67	
St. Thomas	American Yacht Harbor www.igy-americanyacht harbor.com an IGY destination™	340-775-6454	10'	110'	134	•	120/208Y/240 VAC 30 to 100 amps, 60 Hz	Cable	•	•	•	•	•	•	•	16/6	FREE
St. Thomas	Crown Bay Marina www.crownbay.com	340-774-2255	24'	200'	99	•	30, 50, 100amp 120v, 208v, 220v, 480v	Cable	•	•	•	•	•	•	•	11	FREE
St. Thomas	Yacht Haven Grande www.igy-yachthaven grande.com an IGY destination™	340-774-9500	18'	656'	48	•	120/208Y/240/480Y VAC 50 to 600 amps, 60 Hz Ability to hard wire	Cable	•	•	•	•	•	•	•	16/10	FREE
Tortola, BVI	Nanny Cay Marina	284-494-2512	12'	125'	200	•	110/220		•	•	•	•	•	•	•	16	•
Tortola, BVI	Soper's Hole	284-495-4589	25'	170'	50	•	110/240	Cable	•	•	•	•	•	•	•	16	Cafe
Tortola, BVI	Village Cay Marina	284-494-2771	12'	200'	106	•	110/220/308	Cable	•	•	•	•	•	•	•	16/71	FREE
Trinidad	Power Boats Ltd	868-634-4346	13'	65'	40	•	115/220		•	•	•	•	•	•	•	72	•
Turks & Caicos	Blue Haven Marina & Resort www.bluehaventci.com an IGY destination™	+649-946-9910	8.5'	220'	78	•	30/50/100 amp, 3 phase, up to 480V	Cable	•	•	•	•	•	•	•	16	FREE
Turks & Caicos	Caicos Marina & Shipyard www.caicosmarina.com	649-946-5600 649-232-1905	9'	150'	100+	•	30/50/100 amp		•	•	•	•	•	•	•	16	FREE
Virgin Gorda	Virgin Gorda Yacht Harbour	284-495-5500	10'	180'	94	•	110/220		•	•	•	•	•	•	•	16/11	•
Colombia	Marina Santa Marta www.marinasantamarta.com an IGY destination™	+574363601	11.5'	132'	256	•	110/220V, 60hz		•	•	•	•	•	•	•	16/72	FREE

OUTSIDE OF CARIBBEAN:

Boston, MA	Boston Yacht Haven	617-367-5050	22'	300'	100	•	480V, 100 and 200 amps; 240V single-phase; 208V 3-phase, 100 amps; 240V, 50 amps; 120V, 30 amps	Cable	•	•	•	•	•	•	•	09/16	FREE
Cabo San Lucas, Mexico	Marina Cabo San Lucas www.igy-cabosanlucas.com an IGY destination™	+52 624 173 9140	26'	350'	380	•	110V 30 amps; 220V 50 amps; 100 amp 3-phase, 480V 150 3-phase		•	•	•	•	•	•	•	88A	FREE
Montauk, NY	Montauk Yacht Club www.montaukyachtclub.com an IGY destination™	631-668-3100/ 888-MYC-8668	12'	200'	232	•	30/50/100 amp single phase, 100 amp 3-phase	Cable		•	•	•	•	•	•	9/11	FREE
NY Harbor - Jersey City	Newport Yacht Club/Marina www.igy-newport.com an IGY destination™	201-626-5550	10'	200'	154	•	110V, 220V 30/50/100 amps		•	•	•	•	•	•	•	16/78	FREE
NY Harbor - Manhattan	North Cove Marina at Brookfield Place www.igy-northcove.com an IGY destination™	917-677-7680	16'	175'	18	•	110V, 220V; 480V 3-phase				•	•	•	•	•	69	FREE

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CARIBBEAN BOATYARDS

All At Sea's Caribbean Boatyards Guide

		Latitude	Longitude	Phone Number	Maximum Draft	Maximum Length	Maximum Beam	Maximum Air Draft	Power Supply	Arrival Hours	Lift 1 Type / Capacity (Tons)	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facilities
Antigua	Jolly Harbour Marina / Boat Yard	17 04 46.4 N	61 54 37.0 W	(268) 462-6041	15'	80'	18'	no limit	110/220	8am-5pm	70	•	•	•	•	•	•	•
Antigua	North Sound Marine	17.1167	-61.7500	(268) 562-3499 \ (268) 764-2599	15'	no limit	31'	no limit	Anything	24x7	150	•	•	•	•	•	•	•
Aruba	Varadero Caribe	12 32 N	70 02 W	297-588-3850	8'	120'	45'	no limit	50/30 amp	8am-5pm	60	•	•	•	•	•	•	•
Tortola, BVI	Nanny Cay Hotel & Marina	18 25 0 N	64 37 0 W	(284) 494-2512	11'	160'	45'	no limit	110v 30amp/220v 50amp/ 3phase 100 amp	7am-6pm	70	•	•	•	•	•	•	•
Tortola, BVI	Soper's Hole	18°23' 46"	-64° 41' 53"	(284) 495-3349	7'	65'	18' and 40'	no limit	110/220	8-5, Mon-Sat	45	•	•	•	•	•	•	•
Tortola, BVI	Tortola Yacht Services	18 25 N	64 37 W	(284)-494-2124	10'	68'	20'	no limit	220V, 50A, 110V, 30A	7-4, 7days	70	•	•	•	•	•	•	•
Virgin Gorda, BVI	Virgin Gorda Yacht Harbour	18.45222	-64.43750	284-495-5318	10	150	34	no limit	110/120	7am-6pm	70	•	•	•	•	•	•	•
Curaçao	Curacao Marine	12' N	68' W	599 9 562-8000	9'	120'	33'	193	110/220 380	8am-5pm	60	•	•	•	•	•	•	•
Boca Chica, D.R.	Marina ZarPar	18 26.4 N	69 37.23 W	(809) 523-5858	7.5'	65'	28'	no limit	110/220 380	9am-5pm	70	•	•	•	•	•	•	•
La Romana, D.R.	IBC Shipyard	18° 23' 55" N	68° 53' 55" W	+809 449 3321/3323	12'	110'	26'	no limit	110/220 3 phase 100/50/30' amp	8-5 M-F	120	•	•	•	•	•	•	•
Grenada	Clarks Court Boat-yard & 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 Services	12.041 N	61.45 W	473-444-4257	12'	70'	25.4'	0	110/220	8-4 M-F	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 an IGY destination™	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	•	•	•	•	•	•	•

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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
Washington D.C. / MD	VA MD	National Harbor Marina www.igy-nationalharbor.com an IGY destination™	301-749-1582	Call	160'			•	30/50/100 single and 3 phase	•	•	•	•	•	•	•	•	71/16	•	
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	
St Petersburg	FL	Maximo Marina & Boatyard www.igy-maximomarina.com an IGY destination™	727-867-1102	8'	110'	300		•	30/50/100 single phase	•	•	•	•	•	•	•	•	6/16	FREE	
Miami Beach	FL	One Island Park www.igy-miami.com an IGY destination™	754-701-4020	40'	150-800'	8		•	100 single & 3 phase/ 200/480/600 Amp	•	•	•	•	•	•	•	•	11/16	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
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	•	•	•	•	•	•	
Jacksonville	FL	Huckins Yacht Corp. www.waterwayguide.com/featured-marina/huckins-yacht-corp	904-389-1125	6'	80'	21'			30/50 Amp	7am-4pm	44 ton/ 77 ton	•	•	•	•	•	•	
Fort Lauderdale	FL	Cable Marine (1517 SE 16 St Location)	954-462-2822	6'	60'	16.5	25'		110/240	8-4:30	40 ton	•	•	•	•	•	•	
Fort Lauderdale	FL	Cable Marine (2491 W State Rd 84 Location)	954-587-4000	9'	120'	22		no limit	120/50/100 Amp	24/7	100 straddle crane	•	•	•	•	•	•	
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	•	•	•	•	•	•	
St. Petersburg	FL	Maximo Marina & Boatyard www.igy-maximomarina.com/boatyard an IGY destination™	727-867-1102	8'	62'	18'		no limit	Outboard, I/O, Inboard	8am M-F	50 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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Cell: (954) 682-2196



2
NASSAU, BAHAMAS. Enjoy panoramic ocean views from this 3 BR/3 BA condominium/townhouse in Columbus Cove, a private gated complex. The property, which is steps away from the beach and set within landscaped gardens, has a spacious kitchen and double garage. And shared use of an infinity swimming pool and private gym. Near the airport, golf course and shopping centers. Price: US \$739,000
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consultant@caribbeanlandandproperty.com
www.caribbeanlandandproperty.com
Office: (767) 449-7814

3



ST. THOMAS, USVI. Look out over beautiful Magens Bay from this 7 BR villa located right above the beach. Two of the bedrooms form a separate apartment with its own entrance. Relax in the hot tub, which waterfalls into an infinity edge pool that overlooks the bay. Located in a gated community. Close to golf, restaurants, hiking, swimming, paddle boarding and kayaking. Price: US \$3,600,000

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4



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6



ISLES BAY, MONTSERRAT. Beautiful 2 BR/2 BA villa located in a prestigious residential subdivision. Huge wrap around veranda, 40-foot fresh water swimming pool, newly renovated kitchen, terracotta tile inside and out, and an incredible sea and mountain view. Exterior features beautiful stonework and Caribbean gingerbread trim. Situated on a spacious 6/10 of an acre lot with beautiful landscaping and mature fruit trees. Price: \$380,000
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www.tradewindsmontserrat.com
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7



BEQUIA, ST. VINCENT & THE GRENADINES. Live in this 1 BR wooden cottage, build in the old Caribbean style, on the windward side of the island, a favorite for sailors from around the world. Situated on a 1.1-acre lot. Price: US \$340,000
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8



CARRIACOU, GRENADA. Enjoy fabulous ocean views to the western horizon from the covered seaside veranda of the 3 BR, 2 BA, Veranda Beach House. There is private beach access from the garden of this perfect beach 'hideaway' to the rocky/sandy shoreline of Tom's Bay. Freehold price for the house, furniture and fittings and land. Price: US \$395,000,000
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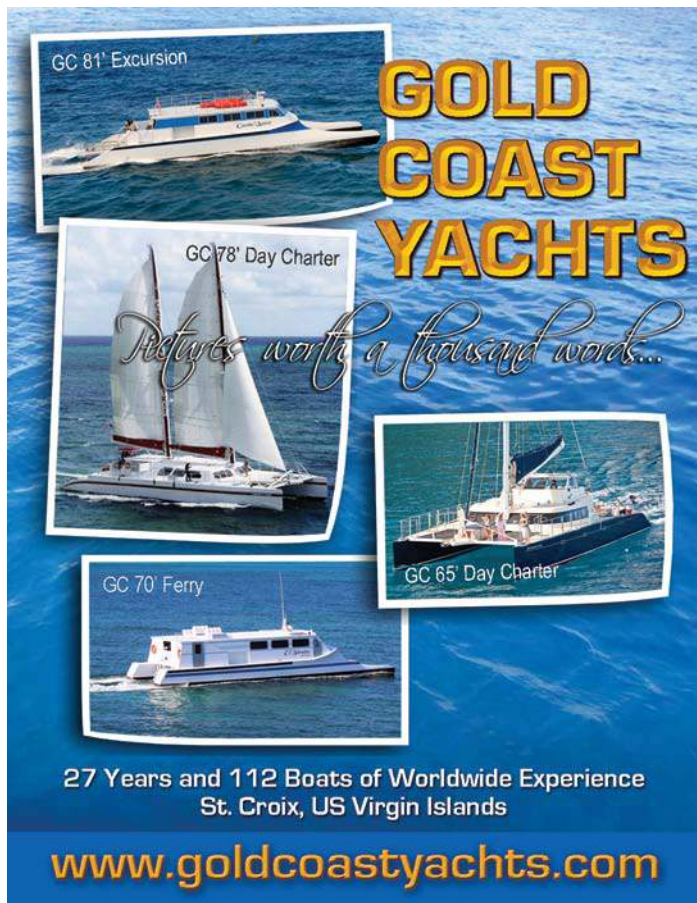
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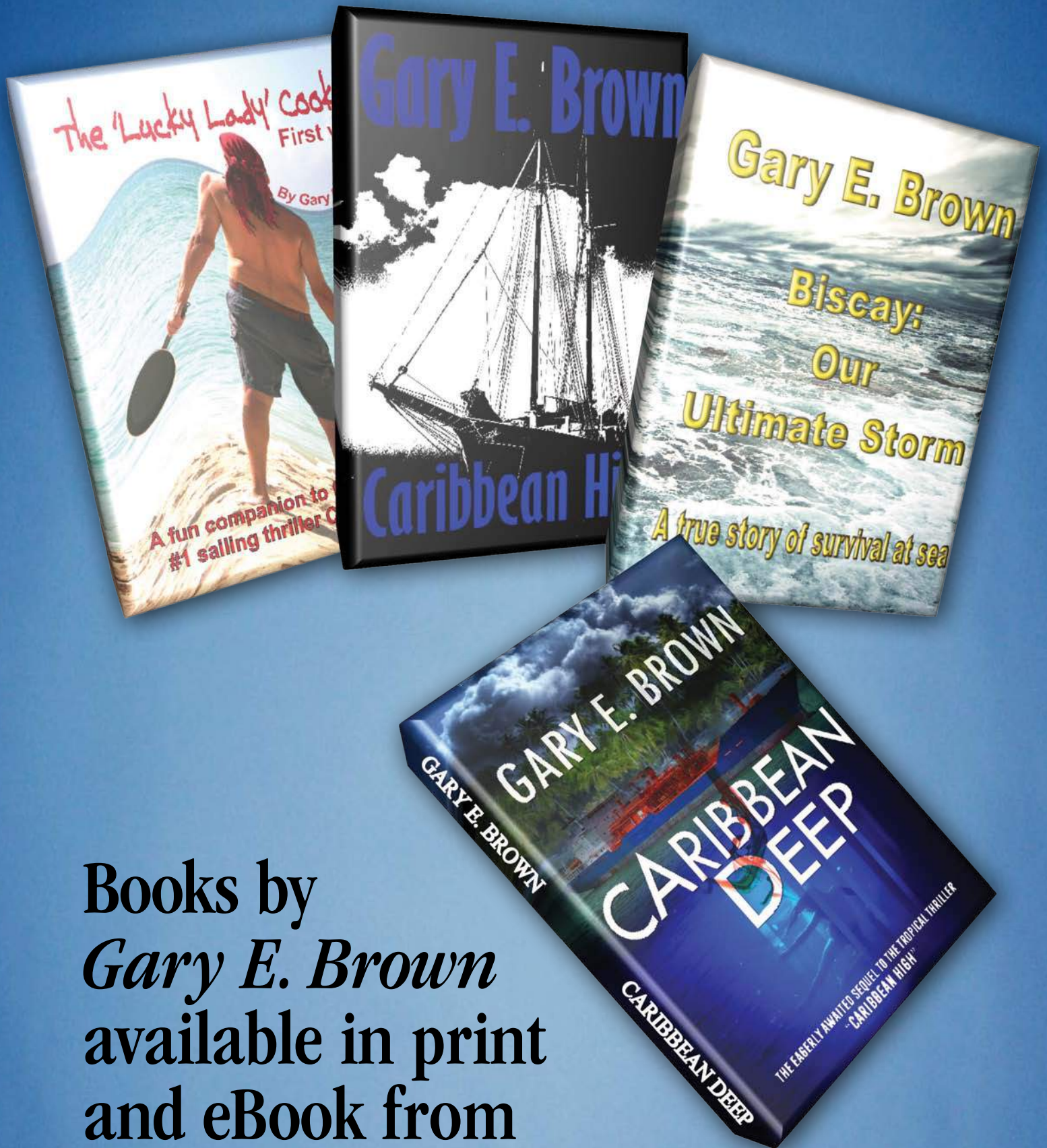
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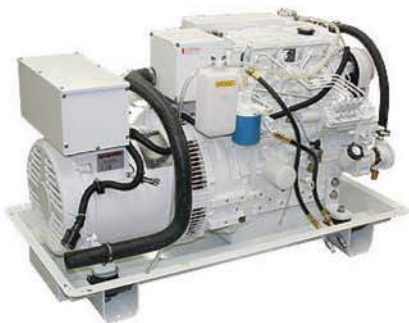
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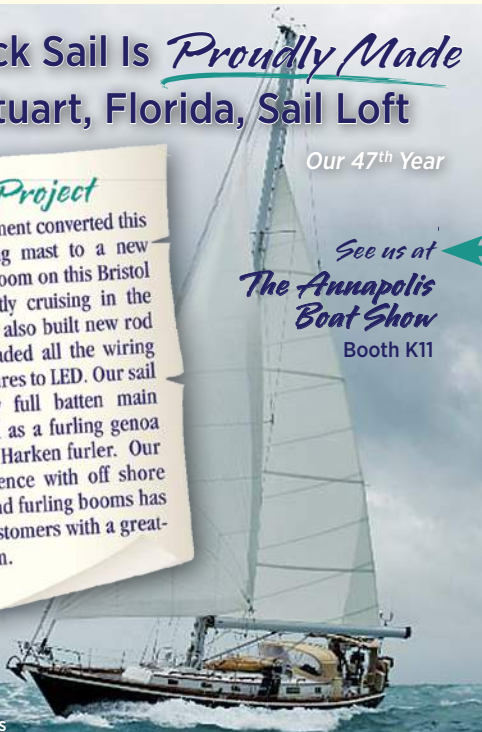


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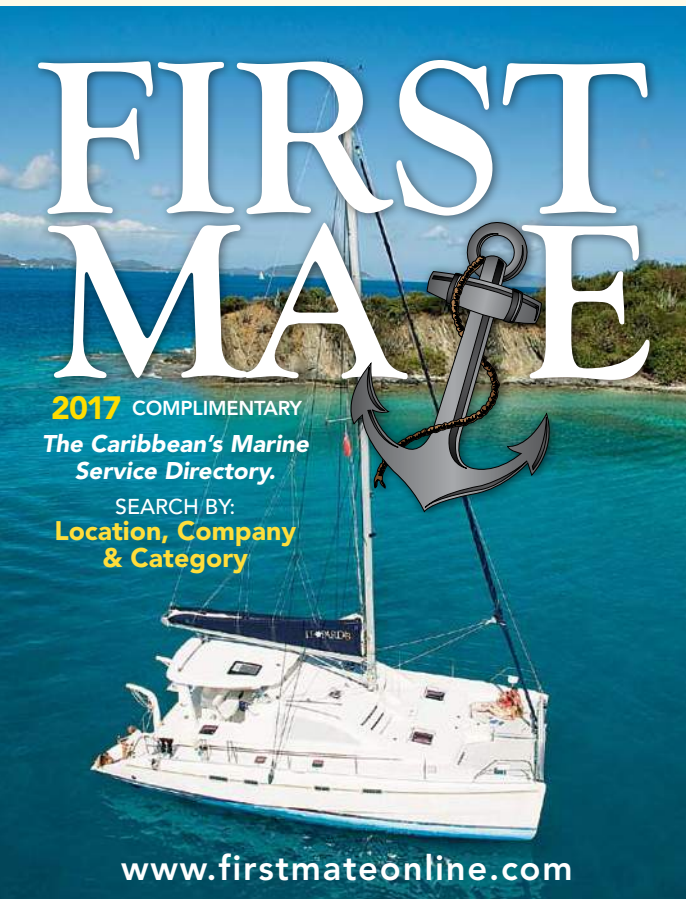


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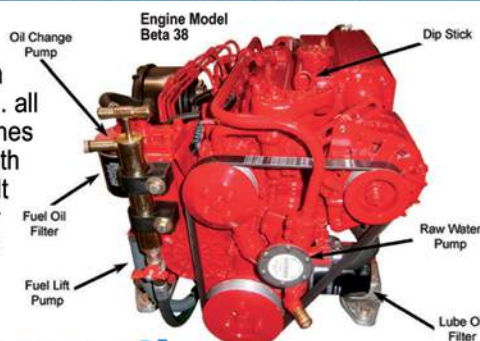
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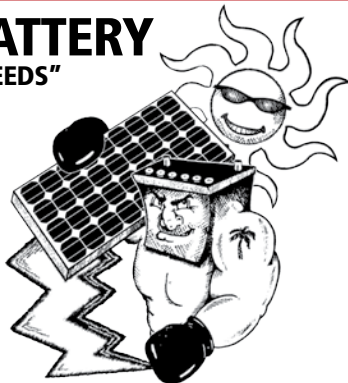
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The Caledonia Room Restaurant located at the Valhalla Resort, a 27-room hotel inside the Innsbruck Golf Resort in Helen, Georgia had their grand opening in July. Dean Hill, the executive chef did an amazing job, serving many delicacies, such as the Alaskan Pan Seared Halibut. I had a chance to meet and chat with Dean who established his culinary expertise at Le Cordon Bleu, PA.

ALASKAN PAN SEARED HALIBUT WITH STRAWBERRY SALSA AND SWEET PEA PUREE OVER SWEET PEA RISOTTO

First Prepare the ...

STRAWBERRY SALSA:

Prep time: 5 minutes. Marinating time: 30 minutes. Serves: 4

2 cups quartered strawberries	2 lemons, zested
1 tbsp blood orange avocado oil	2 tbsp white balsamic vinegar
½ tsp fresh cracked pepper	
4 leaves fresh basil chiffonade	2 tbsp granulated sugar

Combine all ingredients into a mixing bowl and let marinate 30 minutes prior to serving.

SWEET PEA PUREE:

Prep time: 10 minutes. Chilling time: 20 minutes. Serves: 4

1 cup fresh peas	Salt & pepper, to taste
2 cups heavy cream	

In a saucepot, combine all ingredients and bring to a simmer. Blend smooth in the blender and adjust the seasoning. Cool and serve chilled

Note: If you simmer too long, the peas will turn brown.

SWEET PEA RISOTTO:

Prep time: 30 minutes. Cooking time: 35 minutes. Serves: 4

1 onion, finely diced	2 bay leaves
2 cups Arborio rice	1 tbsp fresh herbs
1 cups white wine	2 cups Parmesan cheese, shredded
4 cups vegetable stock	¼ lb butter
½ cup lemon juice	1 cup fresh or frozen peas thawed
6 lemons zested	
2 cups heavy cream	

In oil sweat the onions. Add rice and toast in the oil. Add white wine. Slowly add vegetable stock and simmer on low heat con-



tinuously feeding more stock in a bit at a time until the rice is al dente. Add lemon juice, and reduce. Add cream and allow the rice to soak 2/3 of the cream up. Add bay leaves, fresh herbs and Parmesan, then fold in the butter and fresh peas last minute.

ALASKAN PAN SEARED HALIBUT:

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

4 - 6oz halibut fillets, skin removed	2 tbsp lemon juice
2 tbsp olive oil	1 tbsp olive oil
Sea Salt and black pepper, to taste	GARNISH: Handful of microgreens

In a large flat heavy bottomed skillet, pour olive oil, tilting pan to spread evenly. Warm over high heat until smoking; add fish fillets. Brush top and sides with oil and lemon juice and sprinkle with salt and pepper. Cook until seared, about 3 minutes; turn and sear other side, about 3 more minutes. Brush top and sides with oil and lemon again. Reduce heat to medium. Cook until centers of fillets are just opaque, 2 to 4 minutes more on each side depending on thickness. **PLATING: As photo**

QUICK MANGO & CHOCOLATE ALMOND DESSERT

Prep time: 5 minutes. Serves: 1

1 cup frozen mango pieces
½ cup chocolate almond milk

Place both in a vitamix or blender and blend until a frozen consistency, add a little more almond milk if necessary or more mango. Serve in attractive glasses, like a martini glass.

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