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Gilbert Molnar, Vancouver, Canada



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APRIL 2019 @

The Caribbean's Waterfront Magazine



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COVER SHOT: The French Caribbean island of Martinique is the latest charter base location for The Moorings, the Clearwater, Florida-based global charter company. | Image Courtesy of The Moorings

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WHERE IN THE WORLD?

Congratulations Tim & Caroline and thanks for reading ALL AT SEA!



Last December, we visited the Galapagos Islands where we tried to read an article to one of the Giant Tortoises we encountered. He was not interested — crawled back in his shell! So we moved on to Peru. At Machu Picchu, we had a grand time visiting the renovated ruins of their incredible buildings, some huge stones of which no one has yet been able to figure out how they were carved and positioned in place. Fun times with your fine magazine — which we left at the libraries at both places for others to enjoy. — *Tim and Caroline deGavre*

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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Blue Curaçao: Drink Blue,
Taste Orange





↑ Bahamas

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Beware of Bumps at Night

British Virgin
Islands
(B.V.I.)

U.S. Virgin
Islands
(U.S.V.I.)

Caribbean Sea

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Men in the Galley:
Mark Miles,
S/V Pacific Wave

CARIBBEAN NEWS



THE EAGLE CLASS 53 HAS LAUNCHED

The world's most revolutionary catamaran set sail in February off St. Thomas, U.S. Virgin Islands. This is when the Eagle Class 53 was launched by Tommy Gonzalez, president of Bristol, Rhode Island-based Fast Forward Composites, along with two-time Olympic multihull medalist and America's Cup team member, Randy Smyth and crew Amber Bowman. The day started at 4 a.m. to step the rig and in the afternoon the trio sailed the vessel with its Hybrid Wing and main plus jib where they achieved speeds of 10 and 11 knots in 8-knots of breeze. The February launch was the culmination of a project that began four years ago, was conceived by professional sailors and constructed by an international team of designers, engineers and naval architects.

"There are many things that make this cat revolutionary," says Gonzalez. "What stands out is that it has the first single-element wing that rotates 360 degrees, which makes it perfect for living on a mooring or at a dock. The wing reduces the mainsheet load by 40 percent and increases sailing efficiency. The second element is a soft sail which makes the sailmakers happy. It's also the first commercially available yacht with a practical wing. We have only been sailing the boat for a few weeks during its commissioning and the versatility of the Hybrid Wing gives us stability and comfort in multiple wind conditions and sea states. We have been able to sail in 25 knots TWS (true wind speed), gusting 30-plus in 3- to 5-foot seas

with jib and wing alone, stable and comfortable. The C-foil, with winglets, and T-rudder adds to her stability with the active elevator on the rudder which dampens hobby horsing."

The Eagle Class 53s available for sale in four versions. Three are weekenders, with fully appointed cabins and heads, while the fourth is strictly a racing cat. Gonzalez hopes to race in Les Voiles de St. Barth this month. www.fastforwardcomposites.com



MOORINGS OPENS NEW CHARTER BASE IN MARTINIQUE

The French Caribbean island of Martinique is the latest charter base location for The Moorings, the Clearwater, Florida-based global charter company. The windward island located south of Dominica and north of St. Lucia features year-round comfortable sailing conditions and boasts a unique Caribbean culture steeped in French heritage. The Moorings' Martinique fleet will be located in La Marina du Marin and will feature a variety of yachts accommodating boaters of every type, including sailing monohulls and catamarans, as well as power catamarans.

"Moorings 4000, 4500 and 514PC will all be available in Martinique," says Ian Pedersen, marketing manager. "Charters are available to book now for departures starting in December 2019."

The Moorings base at La Marina du Marin is a 45-minute drive from the Martinique Aimee Cesaire International Airport. The marina features many services and amenities to accommodate visiting charter guests such as a supermarket, bakery, laundromat, currency exchange office, car rental, and several shops and restaurants. www.moorings.com/martinique



MARLIN BAY YACHT CLUB – TRANSIENTS WELCOME

If you're sailing north for the summer, point your bow for the Marlin Bay Yacht Club. Located in Marathon, in the Florida Keys, the marina offers 99 wet slips capable of accommodating boats from 24- to 70-foot LOA for rent by the day, week, month, season or annually. Modern concrete fixed docks are equipped with 30- and 50-amp service, fresh water and Wi-Fi in each slip. Pump out service is available. What's more, 25 boat lifts (24- and 34-foot) that can accommodate boats for seasonal and annual rentals will soon be available.

"The marina and resort opened in early 2018 and offers a laidback luxury that is uncommon to the Marathon area," says Kevin Ceneviva, executive vice president. "Our guests



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have free access to all of the resort's amenities and services such as the large heated pool with jacuzzi and pool bar, fitness room, sauna and steam room.. At the same time, our prices are very comparable to other marinas. I think this is our main advantage. In addition, we recently opened our new pool bar, Latitudes."

Also on property is a newly remodeled Clubhouse that offers billiards, table shuffleboard and a game room; fish stations; barbeque grills; and the 35-foot waterfront observation tower, where it's possible to see unbelievable views of Marathon. There are also a number of beautifully-appointed three-story vacation homes for those who'd like to spend some time on land.

"Marathon is a perfect layover destination and has everything a cruiser could want such as good marinas, grocery stores, restaurants, West Marine and Home Depot," says Ceneviva.

There are many good reasons to stay and play in Marathon for a few days to a week or more too. Anglers and their fishing boats are drawn to Marathon for the variety of fishing grounds. From the deep blue waters of the Gulf Stream where anglers fish for the 'big ones' to the 'Back Country' where they bag their limit of snook and redfish. Likewise, for those who like to explore ashore while cruising, nearby to the Marlin Bay Yacht Club marina there's the spectacular beaches and wildlife at the Bahia Honda & Curry Hammock State Parks, the Florida Keys Country Club Golf Course, and the Crane Point Museum and Nature Center, which boasts nature trails and a bird center. www.marlinbay.com

THE NEXT LUXE SUPERYACHT TRENDS

Cutting-edge saunas and customized humidors are some of the latest trends the world's wealthiest want in their superyachts. Mark Mantione, chief executive officer for metrica North America, the German-headquartered global leader in the luxury mega yacht and residential interiors market with U.S. offices in Greenwich, CT, has his finger on the pulse of these trends.

"Ultra-high net worth individuals are always seeking to implement the latest technology and wellness both on land and sea. Cryotherapy spas, where a chamber filled with nitrogen exposes the body to subzero temperatures for benefits that include improved fitness, stress reduction and an overall sense of well-being, have been around for some time in Asia and Europe. These have recently become popular in the U.S. Another item worth mentioning is that we produce a series of custom cigar humidors, including a marine model for superyachts," says Mantione.

Previous trending "it" items, he says, have included Finnish spas, Pilates studios, water toy garages, mini marinas, beach clubs and the use of large pieces of glass in the superstructure. www.metrica.de/en/home.html



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APRIL – MAY 2019 EVENTS

BY CAROL M. BAREUTHER



APRIL 14–20: LES VOILES DE ST. BARTH. Celebrities star power is a brilliant way to put the Caribbean on the global regatta map. No one does this better than Les Voiles. This year, Pierre Casiraghi, passionate sailor, popular member of the Monaco royal family and vice president of the Monaco Yacht Club, will serve as regatta patron in celebration of the event's 10th anniversary. Casiraghi will sail aboard the Maxi 72, Sorcha.

"Les Voiles de St. Barth Richard Mille is fortunate to welcome Monaco royalty to race in the special 10th anniversary edition. This will be Pierre Casiraghi's first time sailing here, and we can't wait for him to experience the beauty of our incredible water, and the warm hospitality on the island," says regatta director, François Tolède.

Casiraghi is one of a long line of prestigious patrons of Les Voiles de St. Barth. Others have included Princess Diana photographer Patrick Demarchelier, musician Jimmy Buffett and Volvo Ocean Race winner, Lionel Péan. www.lesvoilesdesaintbarth.com

APRIL 17–23: ANTIGUA CLASSIC YACHT REGATTA.

There will be three new tacks for this year's classic Caribbean sailing event, set for April 17 to 23. One is the addition of a Historic Class. Carlo Falcone, the new regatta chairman, ex-



plained in a release: "I believe that there are some beautiful boats built or designed before 1976 that are an integral part of the history of classic yachting. We have counted 35 boats in Antigua alone that are eligible for the Historic Class. We hope that by including them and other similar boats from elsewhere, such as certain Sparkman and Stephens, Nautor's Swan and Baltic yachts, we will give many of these stunning boats a new lease on classic racing life."

Secondly, the Dragon Class has been re-introduced to Anti-

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.

DEEP SEA FISHING:

TRINIDAD

APRIL 9 – 13

TTGFA Marlin Madness Tournament

www.ttgfa.com

info@ttgfa.com

868-632-6608

VIRGIN GORDA, BVI

APRIL 19 – 21

Spanish Town Fishermen's Jamboree

relax@fisherscove.com

284-495-5252

FISHING TOURNAMENT:

ABACO, BAHAMAS

APRIL 10 – 13

Abaco Diamond Series - White Marlin Roundup

www.skipstournaments.com

skip@skipstournaments.com

(954) 531-7985

APRIL 30 – MAY 4

Custom Shoot-Out

www.skipstournaments.com

Skip@customshootout.com

954-531-7985

BARBADOS

APRIL 2 – 6

Barbados Game Fishing International Tournament

barbadosgamefishing.com

DOMINICAN REPUBLIC

APRIL 10 – 13

International Casa de Campo Blue Marlin Classic Tournament

www.marinacasade

campo.com.do

809-523-2111

ISLAMORADA, FL

APRIL 12 – 14

Redbone Sunrise/Sunset

Celebrity Tarpon Tourney

www.redbone.org/tourn_

sched.html

susan@redbone.org

305-664-2002

KEY WEST, FL

APRIL 3 – 7

The Final Sail

www.bluewatermovements.com/final_sail/

MIAMI, FL

APRIL 3 – 7

Final Sail

https://www.bluewatermovements.com/final_sail/

info@bluewatermovements.com

SAILING REGATTA:

ANTIGUA

APRIL 17 – 23

Antigua Classic Yacht Regatta

www.antiguaclassics.com

info@antiguaclassics.com

268-460-1799

APRIL 27

Round Antigua Race

www.sailingweek.com

APRIL 28 – MAY 3

Antigua Sailing Week

www.sailingweek.com

info@sailingweek.com

268-462-8872

BEQUIA

APRIL 18 – 22

Bequia Easter Regatta

www.bequiaregatta.com

bequiasailingclub@gmail.com

ST. BARTHELEMY (ST. BARTH)

APRIL 14 – 20

Les Voiles de Saint Barth

www.lesvoilesdesaintbarth.com

info@lesvoilesdesaintbarth.com

+590(0)590 27 20 64

APRIL 26 – 28

West Indies Regatta

www.westindiesregatta.com

images@alexisandrews.com

268-724-4435

ST. JOHN, USVI

MAY 4 – 5

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of St John VI

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gua Classics. Eight Petticrow Dragons are available for charter and organizers have specially invited all members of the International Dragon Class. The USA's Mike Toppa, veteran of seven America's Cups and two-time winner of the Antigua Dragon Yacht Club Challenge, will be one of the participants in this class.

Third, a new course design will feature varying lengths such that 30-foot and 200-plus-foot yachts will all finish racing at about the same time. www.antiguaclassics.com

MAY 4: SALTY DAWG SAILING ASSOCIATION'S (SDSA) SPRING RALLY. Sail north for the summer on the SDSA's Spring Rally. Pre-departure activities begin on May 1, at the Crown Bay Marina, in St. Thomas, U.S. Virgin Islands. These include discounts on dockage and marine services, weather briefings with group discussions and social events such as a party and happy hour. Departure is on May 4 en route to Bermuda, the Blue Water Yachting Center in Hamp-



ton, VA, or other ports on the U.S. East Coast. New this year will be destination activation in Hampton to celebrate a successful passage-making.

"The Spring Rally is made up of a diverse group of sailors including North American cruisers returning after a season in the Caribbean, as well as European cruisers continuing their 'Atlantic Circle' and looking forward to a summer on the Eastern Seaboard. As always, the Spring Rally is a great way to meet other cruisers, and to sail offshore in company," says Rick Palm, the SDSA's director of rally management, in a release. www.saltydawgsailing.org



MAY 5–MAY 12: ST. LUCIA JAZZ FESTIVAL. Cruise in or come by plane to see big names in jazz such as Christian McBride, Ledisi, Etienne Charles, Russel Hall and Patrick Bartley featured at this nearly three-decade-old week-long festival. Other performers include Gregory Porter, Catherine Russell, and members of the New Orleans Jazz Orchestra. The biggest news is this year's one-of-a-kind collaboration with Jazz at Lincoln Center, in New York City. What this partnership brings is the finest names in modern jazz performing in some of the most idyllic intimate settings and public settings on St. Lucia. The main stage location is at Pigeon Island, easily accessible by dinghy from IGY's Rodney Bay Marina. For those tying up to the south at the Marigot Bay Resort & Marina, the dock concierge can organize transfers to jazz events elsewhere on the island. www.stlucia.org/experiences/festivals-events/saint-lucia-jazz-festival



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Compass Point Marina Inc *AND* Independent Boatyard and Marina

ST. THOMAS, US VIRGIN ISLANDS – 2019 HURRICANE SEASON STORAGE

Both **Compass Point Marina Inc** and **Independent Boatyard and Marina** are located on the south side of St. Thomas, US Virgin Islands in Benner Bay (sometimes called the "Lagoon"), locally known to be a safe haven during hurricane season. Both Marinas have a small number of slips available for rent during hurricane season and the Boatyard has a limited number of spaces on the hard for hurricane season storage this year. Special tie-off plans are required for all vessels in slips during hurricane season. No one can predict the damage from a hurricane regardless of their location as conditions such as wind direction, speed and surge can produce differing outcomes. During Irma and Maria the survival rate for vessels in slips at Compass Point Marina and the Marina portion of Independent Boatyard (approximately 262 slips combined) was 95% .

Independent Boatyard has an on premises Machine shop, Fiberglass shop, Wood shop and Outboard repair shop. The yard is equipped with a 50 ton Travel Lift and 35 ton Hydraulic trailer and 35 T crane.

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MEN IN THE GALLEY: MARK MILES, S/V PACIFIC WAVE

MEN IN THE GALLEY BY CAROL M. BAREUTHER



literally from the ground up is how Mark Miles acquired his firsthand knowledge of fine food. The UK native hails from a farming background in rural Dorset, where he worked growing and selling fresh produce. A decade ago, he swapped shore for sea and with partner, co-owner and fellow licensed captain, Lynn Griffiths, now charts the 72-foot Giorgetti & Magrini-designed sailing yacht, Pacific Wave, in the U.S. and British Virgin Islands. While Miles is quick to say that a two-person operation requires each crew to do a bit of everything, it is Miles who is captain of the galley.

"My previous life, growing, trading and then buying produce globally and selling it to supermarkets provided me with a technical interest in the raw materials," says Miles. "I of-

ten hired celebrity chefs to promote different products and worked closely with them on roadshows and at exhibitions. This was an interesting experience and a chance to see true creativity at work. It has influenced the way I work with food."

He continues, "I feel a bit of a fraud in that I've never worked shoreside in a 'proper' restaurant, and I honestly make this point clear to our guests. Their expectations are easier to surpass than if you brag about working in so-and-so's big famous restaurant. In those situations, the reality is that you probably spent your career making béarnaise sauce all night every night and nothing else, not an especially relevant experience to a small charter yacht. Yet, the best thing for me is surprising people, exceeding their expectations about what might come out of a 2-foot by 3-foot galley."

Miles' menu repertoire is based on what ingredients are available and freshest when he provisions. This impromptu style isn't easy, but as he says, "I hate having to make a silk purse from a sow's ear".

A common joke in some places is that 'catch of the day' is really 'freezer shelf of the day.' In other words, disguising what's available in the bottom of the freezer locker with pretty sauces and fancy plate decorations.

"Everybody knows it, everybody puts up with it. I won't. I'd rather say, 'Hey guys, you know you wanted one-night eating ashore? Well tonight is the night because to be honest, I'm not happy with the quality of the fillet mignon I was going to serve. Let me see what we can pick up for tomorrow, something that won't disappoint,' Miles tells.

This ability to adapt rather than sticking unflinchingly to a particular menu is key to be a successful charter chef, Miles says. Another good example of this versatility is when he makes a dish for the first time on charter just because a certain combination of ingredients ideally presents themselves.

"It takes a bit of nerve, or rather a relaxed laid-back approach. How do you make a pavlova? Start with two rum and cokes," he jokes.

It's certainly a recipe that works. Miles won first prize for Best Chef overall at the St. Thomas Charter Yacht Show for his meringue-based pavlova, topped with whipped cream, fresh mangoes and strawberries, and an orange-mango sauce. Additionally, he earned second place in the Sail and Moto-yacht Under 90-foot category at the Antigua Charter Yacht Show's Concours de Chef Competition with a Caribbean-themed brunch that included homemade plaited bread with nutmeg jam, red snapper eggs benedict and sweet potato and bacon rissoles.

Finally, what does Miles recommend to other men who would like to chef on a charter yacht?

'On smaller yachts, it is important to be aware that you don't just do the cooking. Often you are involved in moving the 'restaurant' ten miles down the road, and then heading into the galley to serve the perfect dinner an hour after dropping the hook. That takes patience, a cool head, and planning," says Miles, whose versatility and creativity extends to the literary world, where he writes when not on charter. His first book, a spy thriller called Shelter Rock, releases this month from UK publisher, Troubador.



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COMPARING CRUISING GROUND VIBES: PACIFIC VERSUS THE CARIBBEAN

SAILING HUMOR BY CAP'N FATTY GOODLANDER



Fatty and his Fijian cannibal fork which was used by the witch doctors to eat the sweet meats (brains) without actually having to touch the human flesh.

My ongoing love affair with the eastern Caribbean has lasted over four decades, with no end in sight. The Lesser Antilles is particularly blessed. It is as if God and Walt Disney got together and said, "Let's build a Paradise for yachties."

The islands, from Sint Maarten to Grenada, are only a daysail apart. You can make the open water passage between them, clear in, and still be able to make Happy Hour.

The nor'easterly Tradewinds are the most consistent and benign in the world.

Almost as good as the sailing, are the harbors. They are deep enough to accommodate almost any cruising vessel and yet shallow enough not to require excessive scope. The holding is excellent. And, mostly, they are free.

Best off all are the inhabitants. West Indians are generally laid-back and friendly. Ditto, most of the long-term cruisers—some of whom can still be found in the backwaters of Grenada, swilling cheap French rum, and saying, "Why, I used to change Don Street's diapers when I first arrived in dese islands, me son!"

It's true—the cruising grounds of the readers of *All At Sea* offer an embarrassment of marine geo-riches.

...which has a plus and minus side. Let's face it, the Caribbean was too conveniently placed in global relationship to Europe and the United States to stay undiscovered for long.

When I first anchored in Great Cruz Bay in the 1970s, I was the seventh boat. Currently arriving vessels in that harbor have to anchor so far out they might be closer to Red Hook on St. Thomas than St. John.

Part of the problem with the Caribbean is that it is just too perfect, too convenient, too accessible. The case could be made that its very success will be its undoing.

The Caribbean is—in my humble, highly subjective view—sun-shiny. Contrast this to the smoky Pacific. It's apples and oranges.

A mysterious darkness clings to the lofty isles of the Pacific. I think of shadows and secrets too devastating to share. It is as if the local gods that have fallen out of favor haven't quite left yet.

The Pacific broods. There's always a hint of unspoken danger—of an isolated German ex-pat losing his mind, of a native running amok, of a murder at the waterfall.

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I'm not kidding—that's the whiff I get. Of course, I'm a science-based guy firmly rooted in everyday reality but if someone told me that some geo-locations had just been proven to be haunted—I'd immediately think of Fatu Hiva. (I could only whisper there—and suppress a desire to run screaming back to my yacht.)

There's a subtle but consistently mysterious and bone-through-the-nose vibe in the Pacific that is completely different than the straight-ahead reggae-beat of the eastern Caribbean.

In the Pacific, the islands aren't a few miles apart, they are a few *thousand* miles apart. And deep. (I often anchor in 70 to 80 feet of water.) Hurricane season isn't nearly as well defined. And it is almost impossible to sail to New Zealand without encountering a gale or two.

Earthquakes are common on the Rim of Fire. Ditto, the vast indifference and cruel randomness of the tsunamis.

A mysterious darkness clings to the lofty isles of the Pacific. I think of shadows and secrets too devastating to share. It is as if the local gods that have fallen out of favor haven't quite left yet.

The gods in the Caribbean don't seem angry (even if a bit sul-
len) but in the Pacific some ghost-like entities shrouded in the shaded valleys seems to be nursing a grudge.

And many of the more remote Pacific islands are closer to their cannibal past than their Wifi'd future. Vanuatu is still amazingly primitive—where else do men still dress in penis-sheaths (nam-bas) while hunting? Or bungee jump off high towers with vines wrapped around their ankles to see how close they can come to splatting into the ground? Or, in the local lingo, call helicopters "mix-master of the sky, Jesus Christ!" (A piano is "pound 'em black teeth, pound 'em white teeth—sing from belly.")

Fiji's National Museum features the shoes of early visitor Thomas Baker—the only part of him they didn't eat. Yes, they formally, and politely, apologized to his family in 2003—but 136 years later seems a tad tardy.

Sure, the Pacific is strange—with a harmonic of scary. Take the Galapagos, for example. Sailors of yore used to call them the Enchanted Isles with good reason. There are strong and erratic currents in the area, with warm and cold waters colliding to make

dense fog one minute and crystal clear skies the next. The whole place is a like an open air zoo. If your idea of a good time is watching a couple of harbor seals pooping up your dinghy while blue-foot boobies use your foredeck as a toilet—this is a place for you.

The next leg for most west-about cruisers is Fatu Hiva. It is about 3,200 miles away. It has the loveliest harbor in the world—but the puritanical French authorities changed its name from the Bay of Penises to the Bay of Virgins. Thor Heyerdahl used to hang out here as a young man—until they threw him out for grave robbing.

This isn't nearly as weird as nearby (relatively) Pitcairn where nearly three quarters the male population has been convicted of sex crimes.


Less than fifty miles away from Fatu Hiva is Nuku Hiva—where a local fellow named Arihano recently killed and ate a yachtie, then returned to the harbor, clambered into the dead man's dinghy, rowed out, and kidnapped his wife. (She survived, barely—tied to a tree.)

My point is—these seldom-visited islands scattered across the vast Pacific are extremely remote—more remote and less visited than almost anywhere else on earth. They are hard to get to, still. They have only a tiny input from passers by. And that's their attraction and charm.

In between the Marquesas and Tahiti lie the Tuamotus, or the Drowned Isles as they were know. Most are only a meter or two above the water. There are over a hundred of them. The two most famous are Mururoa and Fangataufa that the French used for nuclear testing. (No, there is no truth to the rumor they still glow in the dark of moonless nights.)

Perhaps the strangest place I've been is Tanna in Vanuatu—where the park rangers you have to pay to climb the (very active) volcano are so... so... *unwashed*... that I couldn't get within ten feet of them despite repeated attempts while holding my breath and trying not to gag. (They wear their clothes until they rot off—an odiferous habit in the tropics.)

This isn't even mentioning the more sensational stories of the self-exiled Germans lurking on the outer islands of the Cooks or the modern day pirates of the Las Perlas, just west of Panama.

Actually, my favorite ocean is the Indian but there's no denying how interesting—and odd—the Pacific isles are. 

BIO NOTE: Fatty and Carolyn are on their sixth year of Pacific cruising.



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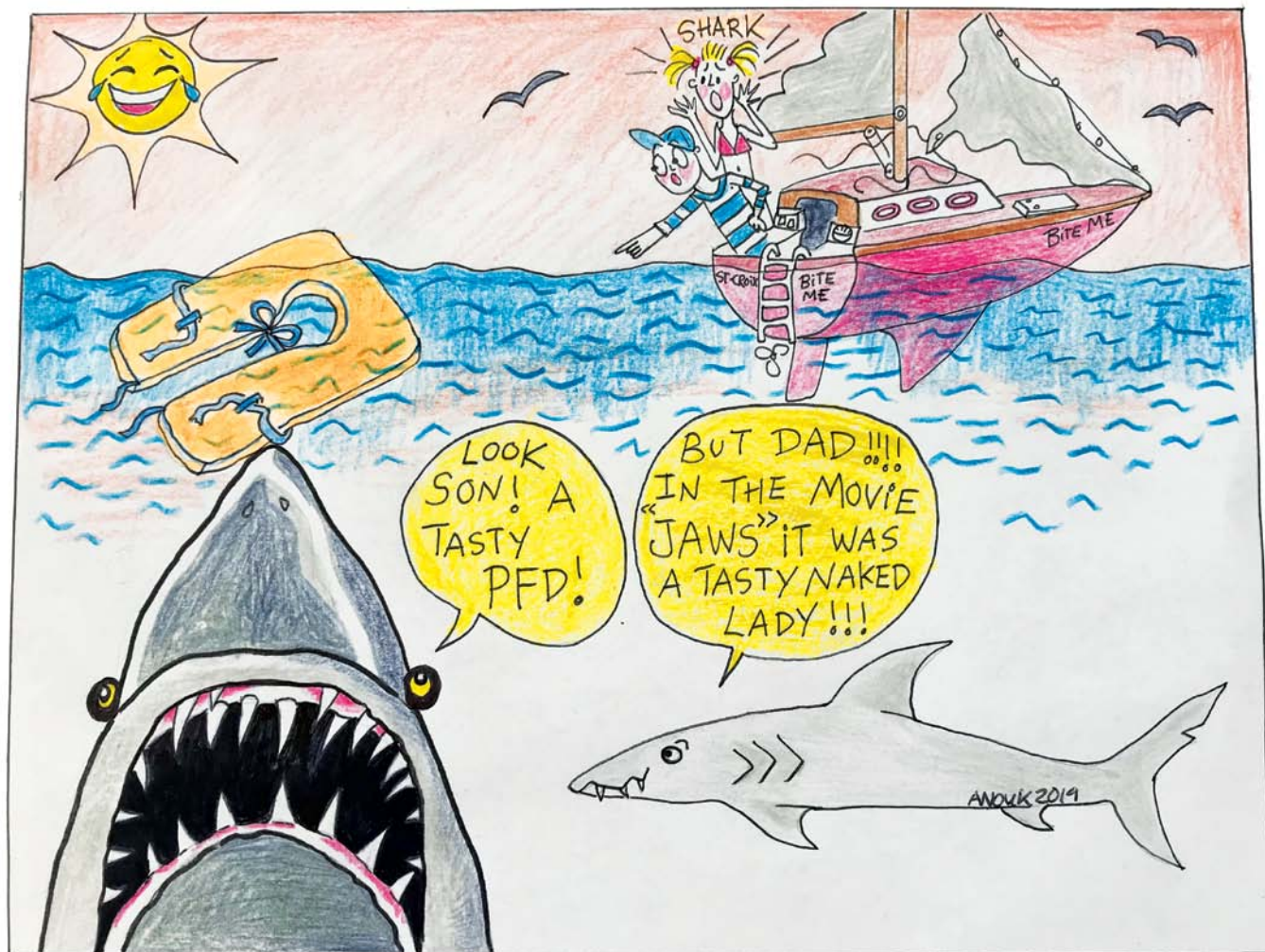
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SAILING WITH CHARLIE: CREDIT-CARD-CAPTAINS

SAILING HUMOR BY JULIAN PUTLEY

GRAPHICS BY ANOUK SYLVESTRE



The season is in full swing and Charlie has noted more and more credit card captains flailing around in BVI waters seemingly without a clue on how to sail. So, what's a credit card captain you may well ask. It's someone who has managed to persuade a charter company to rent him/her a boat after providing a fake resume or perhaps a sailing school qualification that he bought with a huge tip to a dubious sailing instructor. Their best qualification is a good credit card. Check out Credit Card Captains on You Tube and you'll see what I mean.

A busy charter company doesn't have time to scrutinize all sail-

ing resumes (unless there's an accident); similarly, a sailing school qualification doesn't guarantee a competent sailor. In fact, all US sailing school certificates are not recognized in Europe unless they have a further endorsement, an international certificate of competence. Part of the reason is that the Caribbean is not tidal and a week of calms does not necessarily deny students a passing grade on tests. So, are sailing schools offering value for money?

Sailing schools do offer a valuable introduction to sailing and Charlie is proud of the many hundreds of students he has launched into the wonderful lifestyle of sailing. He gets to see many of them annually, either on charter or bound for exotic

destinations on a newly acquired yacht. But it should be emphasized that five days sailing on a 45-Ft approx. yacht only gives one rudimentary practice and knowledge. Months of practice are needed to become competent in all conditions.

A good instructor will go through the day's routine, which may cover things like basic sailing techniques to man over board recovery and rules of the road. Then, when the anchor is down a drop of grog is dished out and the day's successes and failures are discussed. Charlie had a first the other day. He had just deployed the bright orange PFD and shouted man over board when a huge shark surfaced and nosed the PFD before swimming away, still hungry. Inquiries about good snorkeling spots diminished after that and questions about yacht purchase switched to how much a house would cost in the Caribbean.

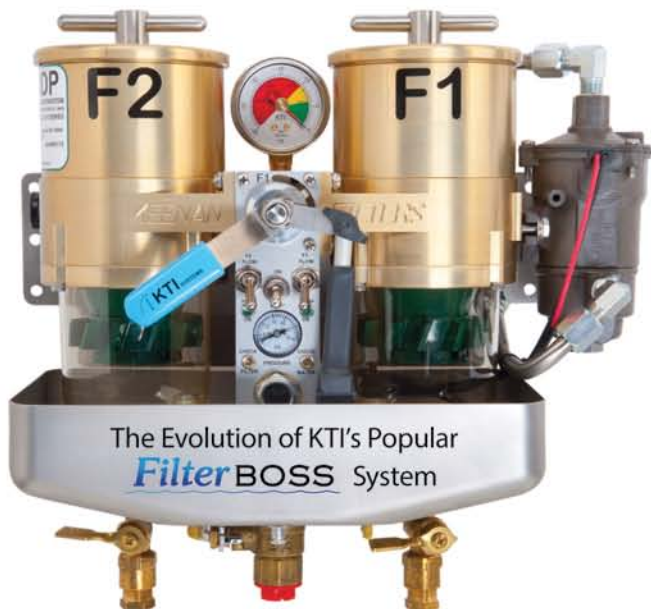
*...more and more credit card captains
flailing around in BVI waters seemingly
without a clue on how to sail.*

A good instructor can demonstrate his own experiences into a lesson to highlight a rule or necessary action. One day Charlie was on a port tack sailing close hauled in choppy conditions when a boat sailing downwind approached on a collision course. His large Genoa was deployed and poled out on the starboard side indicating he was on a port tack. The rule says that when two boats are on the same tack on a collision course the windward boat is the give-way boat. As we approached it became obvious that he was not going to give way and derisive words were picked up on the wind, "Hey, fuggidy bucket! A shoal I stack" is what it sounded like. Charlie took evasive action at the very last moment and tacked over and it was just moments later that he saw the other boat's main boom was sheeted and prevented off on the port side, wing and wing, making him a starboard tack boat with right of way. The Genoa had totally obscured the main and it was a great example of the rule. 'If in doubt of the other boat's tack then you must give way.' In other words, things are not always as they seem.

During the second round of grog new rules were introduced:
a) If a credit card captain is spotted be ready for any and all eventualities. b) Sharks always have right of way and avoid by any means. 

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

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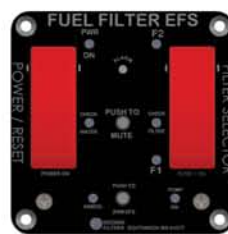
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A new yacht being launched at a shipyard in Florida.

For many owners the construction of a new yacht represents the *pièce de résistance* of their boating experience. The new build is the culmination of their dreams, aspirations and cruising goals for the future. For many captains involved in this type of project it is the peak of their professional career, since it allows for their design input based on years of seamanship, boat handling

and operating a vessel safely. The ultimate goal of a new built yacht is to have a yacht owner who had a pleasurable experience during the build process and is thoroughly satisfied with their vessel at closing.

To help assure the owner's satisfaction, a project management team must be assembled before any yacht designs are

drawn up. This team will look after the owner's interests and identify all the stakeholders in the new build.

STAKEHOLDERS

Owner – The owner is investing a large amount of capital in a new yacht, and the delivery of a boat which meets the owner's specifications is paramount. The more an owner stays involved in the new build process the greater their enjoyment with their yacht when underway.

Captain – The captain advises the owner during the design and in build process regarding general arrangement of the vessel, operational and boat handling parameters, safety and navigation equipment and outfitting.

Project Manager – The project manager is the eyes of the owner from inception to completion and the point of contact to the owner by all the other stakeholders. As the gatekeeper the project manager will keep the project on time and on budget, as well as identify issues that must be addressed by the individual stakeholders. If the captain is experienced and doesn't have other duties that will cause a time conflict, the captain may also serve as project manager.

Attorney – The attorney is the legal representative of the owner's interests and is responsible for drafting a purchase agreement or modifying the manufacturer's or broker's contract to best represent the owner's legal needs. The contract includes the yacht's specifications and purchase price, payment schedule, classification society and flag state parameters, performance specifications and conditions of closing. In addition, the attorney will be consulted regarding any breach of contract problems prior to closing.

Marine Surveyor – The marine surveyor chosen is experienced with the type of yacht being built and is the neutral and final arbiter of acceptance for the owner during the in build process and sea trials. The surveyor will identify key milestones during the build such as hull construction, interior assembly, deck to hull joining, and launching that will require inspection and approval by the surveyor prior to the next step in the build process. In many cases, these approvals will be keyed to the next manufacturer's or broker's progress payments due from the owner.

Naval Architect – The naval architect will develop a custom design or modify an existing design to meet the owner's requirements. Questions regarding performance specifications and stability concerns are also addressed by the yacht designer.





photo: Billy Black

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MANKIEWICZ 



Manufacturer – The manufacturer is the builder and shipyard responsible for building the new yacht. The manufacturer will also have a project manager that is the point of contact for the owner's project manager to allow a close working relationship with the manufacturer's production team.

Broker – Depending on the arrangements for purchasing the yacht from the manufacturer, a yacht broker may be involved as a stakeholder. If so, deposits and progress payments will be made to the broker who will then transfer them to the manufacturer. Once the vessel is launched, commissioned and passes the manufacturer's sea trial it will be delivered to the broker. The broker then conducts sea trials with the owner and the owner's representatives. After the sea trials are completed and major and minor issues are identified and resolved, the broker will arrange the final payment due from the owner and the yacht's closing and handover.

Even with the best intentions, contractual safeguards and de-

tailed design specifications the construction of a new yacht will have its ups and downs. Shipyards have gone bankrupt, owners have walked away from their unfinished yacht due to financial reverses, unforeseen design problems have cropped up and yard work that needed to be redone due to quality concerns have all plagued new builds. These unexpected issues and delays will occur, but continued due diligence by the project manager and a good sense of humor by the captain will keep all the moving parts in sync and on track. And just like a rough passage underway, over time it will make for a good sea story. 

Capt. Jeff Werner has been part of the yachting industry for over 25 years. In addition to working as a captain on private and charter yachts, both sail and power, he is a certified instructor for the RYA, MCA, USCG and US Sailing. He also owns Diesel Doctor (MyDieselDoctor.com).



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FAR AND AWAY 53' JEANNEAU 2011
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WITTHOLZ KETCH 53' CHEOY LEE
\$170,000 // AVENTURA, FL



ALAERIS 46' OUTBOUND 46 2005
\$395,000 // PALM BEACH, FL



ON HOLIDAY AGAIN 46' BENETEAU 2000
\$86,200 // FT LAUDERDALE, FL

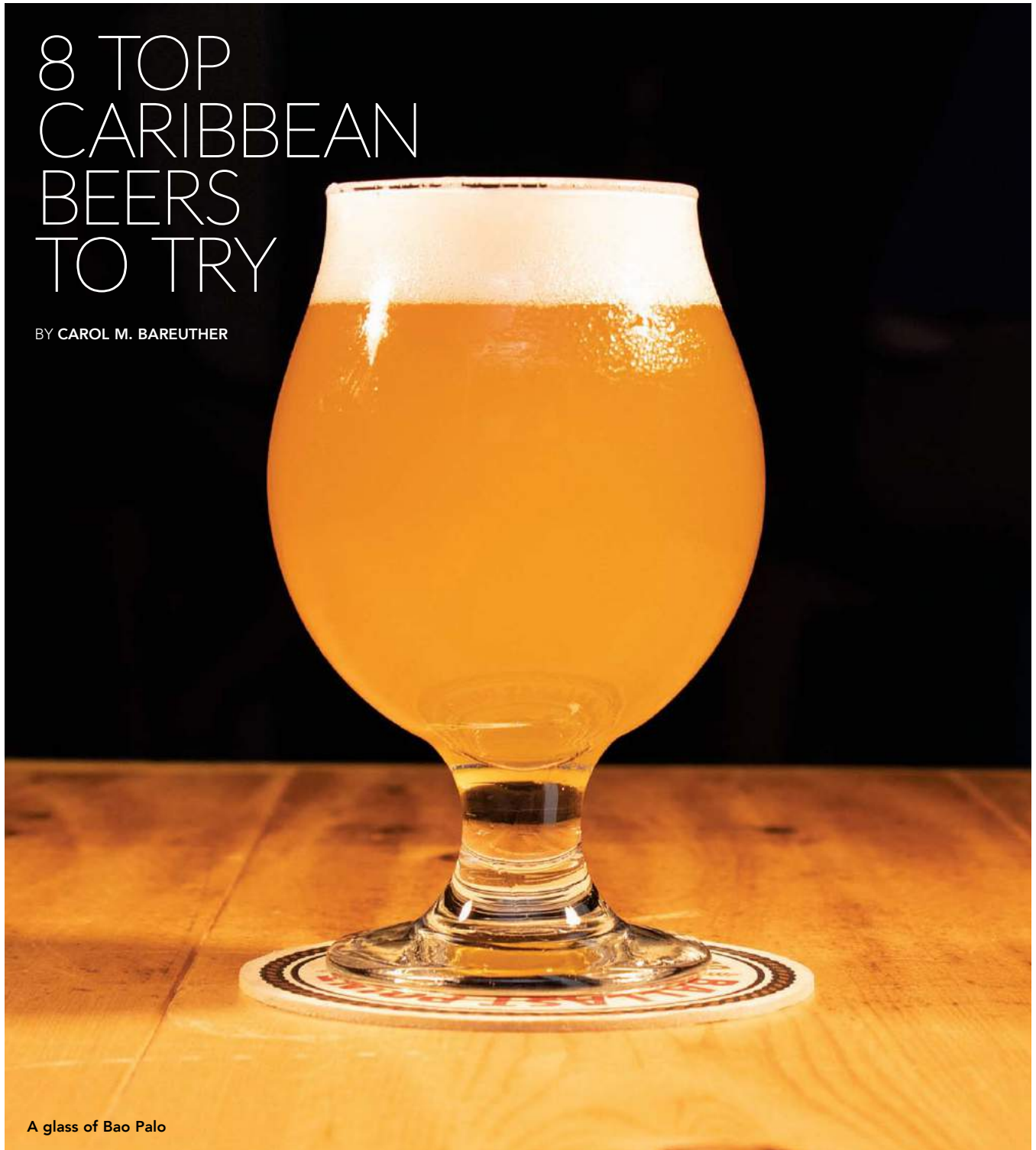


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8 TOP CARIBBEAN BEERS TO TRY

BY CAROL M. BAREUTHER



A glass of Bao Palo

The Caribbean boasts a long reputation for its rum. Yet beer, which was first served as a British import in the late 19th century, is now just as famous. Witness the number of island breweries built in the last century, the brands of which have become national icons. Today, the Caribbean's beer buzz continues with a

wave of smaller breweries making an excellent craft product. Here is a sampling of 8 top commercial and craft Caribbean beers.

BAO PALO. Aruba's first local craft beer producer, Fire-son Brewing company, is the maker of this flagship prod-

uct. It's low in bitterness and rich in tropical fruit flavor. Bao Palo means under a tree in Papiamentu, the island's official language. "People love to sit under a tree, play some dominos and have a beer," says Radinka van Vuurden, Fireson's marketing and managing director and wife of brew master, Tony, who has developed a total of 25 craft beers. "We wanted people to have this local Aruban experience just by enjoying our Bao Palo craft beer." firesonbrewing.com

AMSTEL BRIGHT. This pale-colored lager was born on Curacao nearly 20 years ago. Today, the beer, which is only 5 percent alcohol by volume, is brewed in the Netherlands and shipped to the island where sales continue on the upswing. In fact, Amstel Bright was chosen as the number one beer in Curacao for three years in a row. "Drink ice cold, with or without a lime, and preferably with your feet in the sand," recommends marketing manager, Anna Korenromp. amstel-bright.nl



PELIKAAN. Mullet Bay, a blond beer with a light touch of hops, is one of five beers crafted by this St. Maarten-based brewery. "Our beers are special because we use local ingredients (like fresh coconut, mango and other season fruits) for brewing and we try as much as we can to follow the fruit's season for our blond and regular IPA (India pale ale)," says brewer, Stephen Winkel. pelikaanbrewery.com

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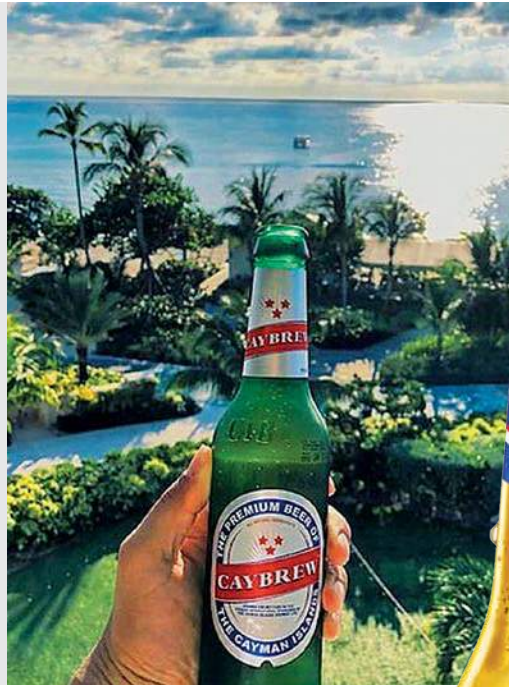
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CAYBREW. The right balance between a light body and full flavor is what makes this craft beer special, says Tallulah Mansfield, senior sales retail and digital marketing manager for Cayman Islands Brewery, on Grand Cayman. “We provide a body which is appropriate for the climate, while not giving up on delicious vivid flavors. We pride ourselves in using an interesting mix of malts, hops and yeast.” The best food pairings for this beer, say the company’s brewers, are vinaigrette-dressed salads, mild Indian food, and light seafood, pizza and pastas. www.cib.ky



MEDALLA. Medalla Light is the symbol for all things Puerto Rican. Brewed and bottled in Mayagüez, Puerto Rico, this light beer is best known for its golden color, premium ingredients and a clean, refined taste. Its name, literally translated to ‘medal’, honors the 1978 Pan American Games, held on the island the same year the beer was launched. “Medalla Light is best served cold, with a side of delicious authentic Puerto Rican food like ‘pinchos’, ‘alcapurrias’ or an ‘empanadilla’,” says spokesperson, Idia Martínez. www.medallalight.com

KALIK. The Beer of The Bahamas, named for the ‘Kalik, Kalikin’ Kalik’ sound of the cowbell instrument used in Junkanoo, has been brewed by the Commonwealth Brewery Limited for the past three decades. “The Kalik portfolio is made up of 7 brands, each representing a different aspect of the uniqueness and beauty of The Bahamas,” says spokesperson Michaela Munnings. Kalik and conch salad were showcased in Business Insider’s list of top 40 food pairings to have anywhere in the world. www.cblbahamas.com



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FRENCHIE FARMHOUSE SAISON. One of Frenchtown Brewing's refreshing beers is this classic Belgian-style summer ale, which boasts a rich golden color and sports a hint of spiciness. Kevin Brown, co-founder, analytical chemist and head brewer of this St. Thomas, U.S. Virgin Island based brewery, takes his craft seriously.

While the major raw ingredient starts out as seawater, which is run through a rigorous reverse osmosis treatment, Brown uses a Hemocytometer to count yeast, a Zahm & Nagel 2000 to measure CO₂, and a pH meter to assure high quality and great taste. The Frenchie Farmhouse Saison and company's other craft beers are sold by the tap at the brewery and at island bars and restaurants. frenchtownbrewing.com



CARIB. Beastly cold is the best way to enjoy this full-bodied and distinctively smooth lager, recommends Antron Forte, marketing manager for Carib Brewery Ltd, in Trinidad. "Carib imagery is distinctively yellow (reminiscent of the sunny weather) and blue (depicting the cool sea). The brand inspires playful moments and is reflective of the distinctive and refreshing culture associated with the region." www.caribbrewery.com

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TIPS FOR CRUISING WITH PETS IN THE CARIBBEAN

BY JOAN CONOVER



For the past several cruising seasons, we have been taking our pets, three little Havanese dogs, with us to the Northern Caribbean and Windward/Leewards. Pets are onboard a lot of vessels in the tropics, from the large Bengal cat, who had a special five foot diameter exercise wheel in the cockpit of his vessel (Charlotte Amalie), to little Zoe, a Parsons Terrier on *SV Sapphire*, the pets share their captains adventures. And if you review pet export requirements, you will soon find birds and even hedgehogs all have special rules and re-

quirements or can even be denied entry. Like cruisers, pets come in all sizes and types!

Plan ahead for pet care while on passage. Our pets are used to the boat, and it's best to let the little ones travel a few times before you raise the anchor and head offshore.

WHAT TO DO ABOUT PET FOOD?

Carry pet food and decide how they will use 'facilities' on board. For pet foods, we carry several large bags for the



first legs of our usually eight months in the tropics, picking up new supplies in the Virgin Islands, British Virgin islands or Puerto Rico where we find the obligatory Kmart or Walmart type stores and excellent veterinarians. In St. Thomas, Crown Bay Marina has not only an excellent pet store in close walking location to the dingy dock, but a veterinarian in walking distance as well; also one veterinarian, Caine, Cats and Critters near Red Hook, VIs also has locations on St. Johns and the British Virgin Islands. We send all our pet records ahead of time to them via email, just to make an appointment later

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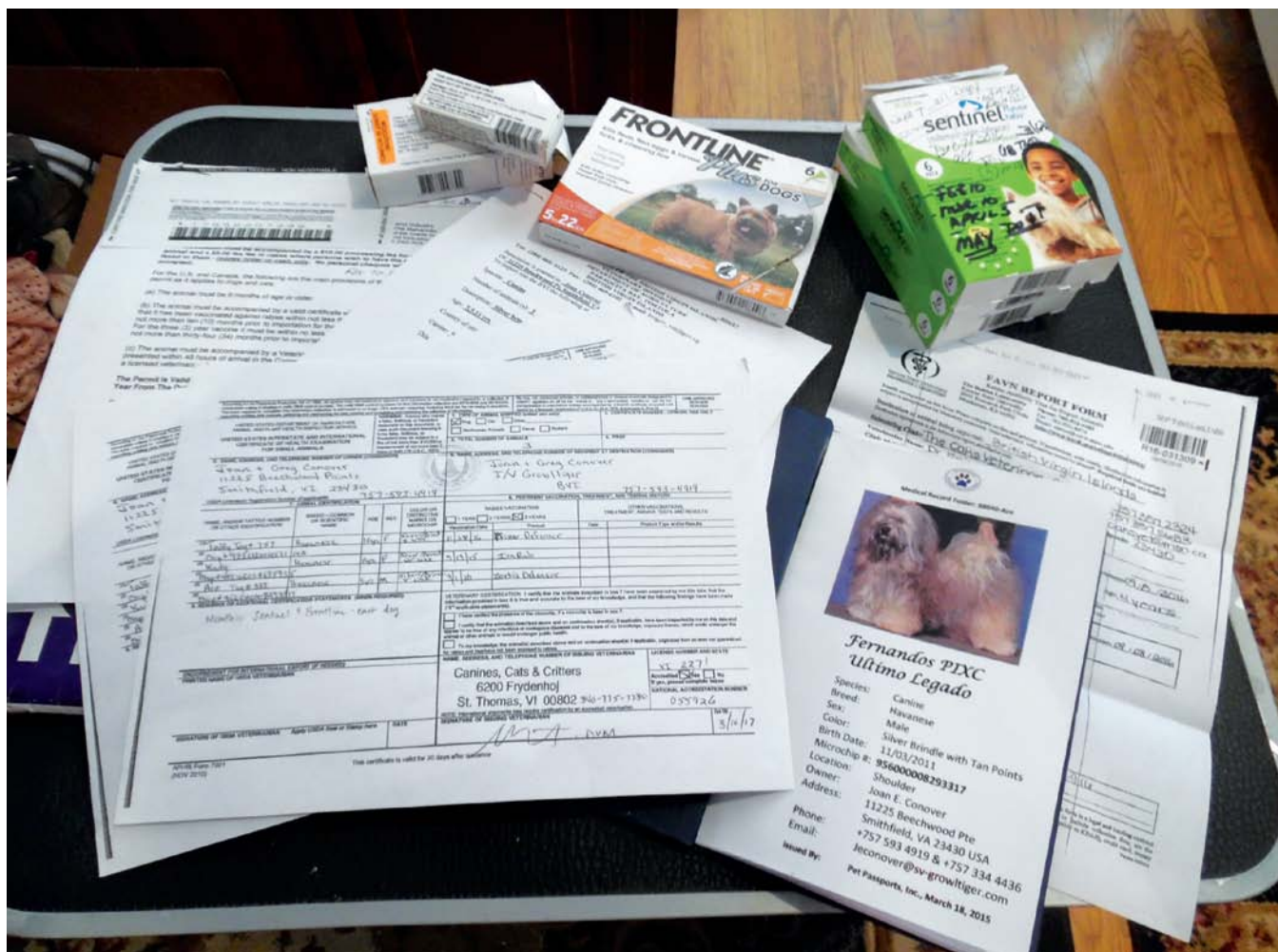
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easier. A consideration for all these vets is the transportation requirement, such as a rental car or taxi. A carrier for your pet may be needed, just be aware.

PET MEDICATIONS

Obtain critical pet medications ahead of time. We take a years worth of heartworm medications (Sentinel), and twelve months of Frontline Plus (FFP), for each dog. We have found heartworm medication, Sentinel, provides some additional flea control, and FFP is required as an entry pre-treatment for almost every country in the tropics. With this combination, we have not had flea issue even in our long coated dogs or heartworm/worms. We also have a first aid kit with eye/ear antibiotics, CAPSTAR for emergency flea control, and Benadryl (know your pets dose), just in case. Of course, pet shampoo/conditioner/brushes are also on board.

HOW TO HANDLE PETS AND BATHROOM FACILITIES ON A BOAT?

Cats are fairly dependable as to bathroom facilities, dogs are a little more challenging. Our pets are trained from birth

to use pads; we carry washable pads as pet pads are not items found in just every location in the tropics. Like my field trial Labradors, the dogs are also trained to pee on command, which can shorten the 'where should I, do I want to' dances on shore.

With food, a sanitary plan, and necessary medications on board, cruising will be much more comfortable. Practice your plan/idea first, however, there is nothing like a pet who refuses to use the correct 'facilities.'

HOW TO KEEP YOUR PETS SAFE

We follow some common sense rules while on the boat. Safety offshore, includes fitted and tested by each pet, Life-jackets. Like your gear, they have to fit and work. Be sure to have a jacket which lifts the muzzle of the dog, some don't have that feature. Your dog could be head underwater quickly. We also use our life jackets as a lifting method to get pups into and out of the dink, even when the boat is on the hard. Our dogs names are on each jacket, and we have them placed with leads, at an easy to reach location.

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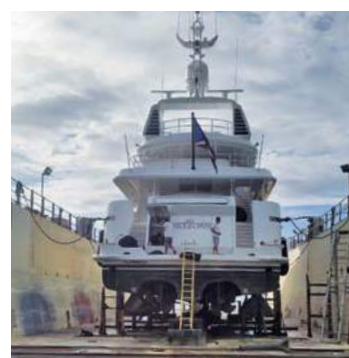
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Offshore, our pups are trained to stay in the cockpit, but just in case, we have lifeline netting from bow to stern. At anchor, the dogs love roaming topside and making sure no arrivals are ignored- they sit on the cabin top and observe the harbors. During weather, and during sail changes, the dogs are sent below and kept contained; they love their fold-able soft carriers, and the captains cabin. The carriers are also suitable for airline travel; just in case we need to take them in taxi's or travel.

These pets are your companions, they deserve attention and care. Like toddlers, our pets are never in the cockpit alone. In fact, following common sense rules for toddlers is similar to what you should do for your pets. 

Part 1 of a 3 Part Series. Next Month will include How to Import and Exit the Various Caribbean Countries with your Pets



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SIGN ME UP!

BY JAN HEIN



Our new-fangled world is crammed with signs. They're made with rules about size, design and color; using cutting edge psychology and advertising savvy. Flashing lights and computerized screens lure customers using every trick except that one called character. Luckily, that's the main ingredient in the Caribbean where most signs come to life by a hand holding a paint brush or a very magical marker.

Most island signs sprout when locals make a business. Tacked to a building, post or tree your wants and needs are spelled out. The painful ad for Clippers Barber Shop and Beauty Salon promoting HAIRCUT EYEBROW WIG BRAIDING WEAVE PERM should have taken a clue from Carriacou's CUT AND FIX. Rudy's Rendezvous Grocery in Jost Van Dyke lured shoppers with MAKERS HANGOVERS! CURES! Business boomed from a sign declaring SEA MOSS GOOD, SEA MOSS MAKE



YOU SEXY compared to the one in Anguilla stating BOAT BUILDER AND COFFIN MAKER.

Some are created with a sense of urgency like the scrawled posting in Tortola declaring, BAD BOYS KEEP AWAY. (Bad boys might read but do they follow directions?) Surely Carriacou's bovines understood, COWS KEEP OFF RUNWAY because if they didn't, they might find themselves on the menu.

Who would ignore the notice in Antigua warning, IF YOU HAVE NOTHING TO DO-PLEASE-DON'T DO IT HERE! It's the Reader's Digest version of THE BEST BUISNESS OF ALL BUISNESS IS TO MIND YOUR OWN BUISNESS AND IF YOU DON'T HAVE ANY BUISNESS PLEASE DON'T MAKE MY BUISNESS YOUR BUISNESS, LOVE ALWAYS. Whew!

Signs can be specific like NO TRESPASSING JIMMY and



DO NOT LITER ON THIS PROPERTY. Others go with a religious twist like the plea on a wheelless, jacked up car reading RETURN THE RIMS AND JAH WILL FORGIVE YOU. I doubt they came back but I know Anguilla solved their problem by staking NO PARKING next to JESUS IS COMING.

Placards are informational and should not be ignored. One rum shop listed drink offerings with the warning, DO NOT STICK YOUR CHEWING GUM UNDER TABLES OR STOOLS, inspiring customers to keep their hands on the bar. A message to drink responsibly read- HOUSE RULES (1) FIRE 911 (2) POLICE 911 (3) PEACE AND LOVE. I especially appreciated the notice in a coconut grove warning- THE DANGER OF FALLING COCONUTS IS VERY REAL- because who would think of that?

Spelling, grammar and punctuation sometimes take a back-seat when the mind and hand are busy. NO TREES PASSING was painstakingly carved into a century plant which did little

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to keep people out. Ray's Roti Shop in Dominica announced WE DO CARTERING HERE right next to QUICK LAUNDRY SERVICES IS DONE RIGHT HERE. Obviously someone was texting when they wrote the freezer declaration- DONOT OPEN PLZ THANK YOU.

The sandwich board for Antigua's Passions Restaurant read RICE AND GEENSALAD ... COLDSLAW ...CLUB SANDWISH but luckily, they got the food right. Shark Attack Hide Out on Union Island probably served great meals but WE SERVE FIGURE LICKING FOOD sort of put me off.

There are signs, thankfully, with manners. BAREBACK OUTSIDE PLEASE is almost as pleasant as HI FRIEND PLEASE DOWN BE SIT-TIN ON MY FREEZER. It's obvious that PLEASE KEEP YOUR GOATS AND OTHER LIVESOCK OUT OF FISH MARKET is more courteous than NO SPITTING.



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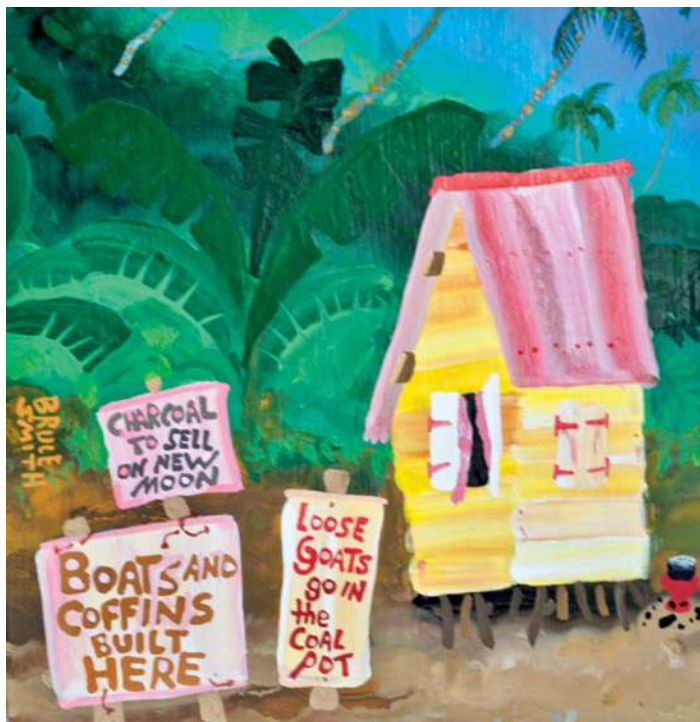


Hand painted and drawn menu boards abound on every island displaying the day's catch, house specialty and drink concoctions. My favorites are cut in the shape of fish, conch, fruit or other island icons. Smart restaurateurs add color, clever sayings and eye-catching adornments. One menu board cut to the chase with ANSWERS TO YOUR QUESTIONS before listing drinks and prices while another reminded customers, RELAX, THE PRICES ARE IN E.C.

I love a corner collection of artisan signs, clustered together at a crossroads like a bunch of teenagers. These over stimulating groupings, like the one in Coral Bay, St. John, probably bring about as many accidents as business but they sure look great.

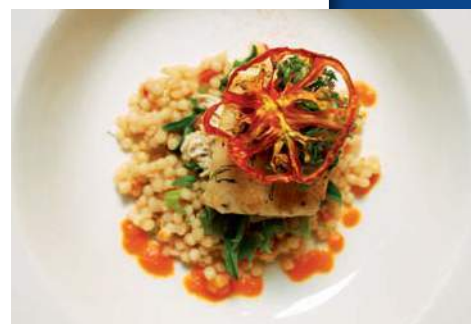
There are some West Indian signs that no matter how you twist them, just do not make sense. YOU DIRTY RAS BISKIT, crookedly staked in a yard, mystified us for years and it took a while to puzzle out, NO TRUSS-NO FUSS- NO BUSS.

For certain, the most famous of all Caribbean sign is MISTER CREDIT IS DEAD or one of it's knockoffs. Sometimes MR CREDIT DON'T LIVE HERE and now and then, MR. CREDIT GONE TO AMERICA but most often HELEN WAITE IS IN CHARGE OF CREDIT SO IF YOU WANT CREDIT GO TO HELEN WAIT. Carriacou's Fat Man Bar philosophically approached the issue with SOME MEN ARE WISE AND SOME ARE OTHERWISE. HE WHO LIKES BORROWING DISLIKES PAYING, yet still, everyone's after a free drink which Mr. Credit will serve tomorrow.



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TOP TEN MUST HAVE ITEMS FOR BOATING

BY TONI AND ROBERT ERDMAN

I hear Julie Andrews singing in my head... and I thought to myself, what are a few of my favorite things aboard? One year ago my husband and I made the transition from charterers to live aboard cruisers. As live aboards there are certain items we use on a regular basis that we did not consider or need as charterers. All our favorite items are relatively inexpensive yet bring great value to our cruising experience. As the Christmas gift giving season approaches these "Favorites Things" are all reasonably priced gift possibilities for your cruising family and friends, or simply a gift to your cruising self.

1. ICE MAKER. My husband's all time favorite is his countertop ice maker. He loves having plenty of ice so much that he has a backup ice maker stowed aboard. However, the first one, over a year old, just keeps going. When we had friends aboard for a week visit in Antigua, the ice maker kept up with the six of us and we even made extra ice to keep in the freezer to make batches of frosty blender concoctions. When we hear the ice drop in the machine we have bellowed, "liquid gold". We picked up an IG-



2. COUNTERTOP OVEN. Thanks to U-tubers, Nikki and Jason Wynn on SV Curiosity, we noticed their compact Cuisinart Bake Oven Central CBO-1000-CR1 countertop cooker which retails for \$99.95. My husband went online and ordered a refurbished model for \$50.00 plus S/H. We typically cruise in hot weather climates and this minimizes the heat in the galley, it is easy to use and cleanup, has great versatility for cooking just about anything, from frittatas to banana bread to stuffed peppers, chicken, even meatballs and eggplant parmesan. To find this gem of a product be sure to include the entire product code "CBO-1000-CR1" in your search or it will tell you that it has been "discontinued." I called Cuisinart at 1-800-726-0190 to verify availability and pricing. You can find it online: https://www.cuisinart.com/shopping/parts-and-accessories/specialty_appliances/cbo-1000/

LOO brand at our local Sam's Club for \$100. Years ago when we chartered, one of the boats had a brand new ice maker installed prior to our rental. By the end of our two week trip the over \$2000 built-in ice maker was not only rusting but not working. We see counter top models readily available at Costco, Sam's Club and recently at a Tuesday Morning in the Annapolis area. For us, it is worth the little bit of countertop space to have loads of ice. Heck, you could buy twenty countertop machines for the cost of one installed unit- now, that's a no brainer.

3. CORDLESS VACUUM. I spent months hunched over vacuuming up sand with my handheld Shark wrestling with a cord or sweeping my sweep piles from bow to stern, down the fantail steps and off to the sea. We finally invested in a Hoover Cruise Cordless Ultra-Light Stick Vacuum (BH52230), an upright vacuum we happened upon at Costco. This was a great purchase; under a \$100 and rechargeable, it runs for



about an hour on a full charge (which I rarely vacuum that long aboard). It cleans area rugs, under cabinets, outdoor cushions and even the outside nonskid top decking well with the power brush setting. Instead of sweeping my sweep pile, I simply vacuum it all up in a jiff. The canister is easy to empty; no additional bags are necessary to purchase. It breaks down for easy storage, if necessary, or can be wall mounted.

4. WIPES. Aboard we do NOT flush down our used toilet tissue. The reality is staying fresh is nicer using "baby" or "wet" wipes. Since we trash tissue paper anyway, use the wet wipes, it is as close as you will come to having a bidet on board. Just trust me on this one, a few packages of wipes for personal hygiene is a welcome addition to any cruiser.





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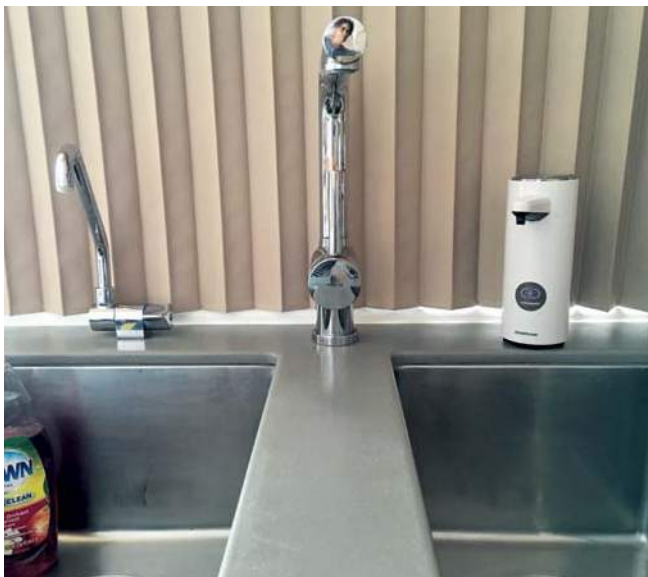
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5. EXTENSION CORD WITH THREE OUTLETS. We have multiple small appliances we like to use in the galley and only have one plug poorly located near the sink; we had a problem. We stumbled upon a nice, decorative, three-outlet extension cord at a TJ Maxx for a great price. It is a heavy duty extension that makes our outlets so much more accessible for the toaster, hot pot, countertop cooker and ice maker. This small investment gave us flexibility for placement of our appliances and saved us a lot of money as we do not feel the need to install extra electrical outlets.

6. A HANDS FREE SOAP DISPENSER. simplehuman is the brand I found on clearance at my local TJ Maxx, with a rechargeable sensor pump dispenser. The redesigned model is selling for about \$50.00. Make sure to get the rechargeable version, it is worth the added expense. I loved the sleek look



and functionality so much that I went back and searched for a second to bring to the boat. When I have dirty hands from handling a muddy bridal or stinky fish, I truly appreciate the ease of swiping my hand under the dispenser and using my wrist to turn on the kitchen facet. The dispenser rests securely on the sink edge as we cruise, in high seas I simply set it inside the sink. Also, the charge lasts a long time; no batteries to purchase. www.simplehuman.com/sensor-lt-pumps/liquid-sensor-pump.



7. WATER PIC/ FLOSSER. I know, you think what the heck kind of suggestion is this? Robert was a dentist in his former profession and knows that flossing adds years to your life- a documented fact. A water pic in conjunction with flossing does a better job cleanses under and around dental work. It is amazing what that gush of directed water flow will find in those hard to get places. Especially for cruisers, this may save you pain, money and the inconvenience of finding a dentist in unknown territory. Get one and USE IT! Consider this free advice from a dental professional.



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8. COSTCO BRAND OVEN ROASTED TURKEY BREAST SLICES.

We cook a lot onboard. We could cook a turkey; however, we simply do not seem to use our oven anymore since we love our countertop cooker. Costco's turkey slices are fantastic tasting and they round out our full complement of protein choices. We do not buy cold cuts as we try to eat healthy and stay away nitrates and processed foods (when we cheat we enjoy bacon). This "sliced from individual turkey breasts" meat has no preservatives and is 98% fat-free. Usually we eat the turkey for a quick, delicious sandwich lunch. We could easily use these thick slices as a main course with gravy and stuffing. The package freezes well and we typically stock up whenever we are provisioning for trips outside the United States where Costco cannot be found.



9. BAUSCH & LOMB PRE-MOISTENED LENS CLEANING TISSUES.

I am an eye glass wearer and all cruisers typically protect their eyes by wearing sunglasses. These quick and easy, get rid of the smear wipes are great for boaters. They provide a quick and effective way to remove the sunscreen or sweat and grim when in a hurry. (Of course, cruisers know to be weary of salt crystals on lenses and rinse first.) These wipes are great for hikes, or time away from the boat. Nothing frustrates me more, and wears me out, than not being able to see clearly especially noticeable at the grocery store or in a museum. Search Amazon for a great deal; I saw a highly rated brand of 400 count box online for about \$25.00. Well worth it to be able to see what is happening in your life.



10. LYSOL DISINFECTING WIPES.

Water management is a concern on any boat and keeping areas clean and healthy is a challenge at times. The disinfecting wipes make easy work of so many tasks from sanitizing door handles, to cleaning up after chicken or egg on food preparation surfaces. I have observed that a well sanitized table, sink drain and kitchen counter keeps the fly infiltration down. They also expertly pick up the specks of dirt and grim (e.g. dead insects, greasy fingerprints or dust bunnies) that cling to so many surfaces that are often difficult to get clean in a tight environment.

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BEWARE OF BUMPS AT NIGHT

BY DEVI SHARP



Entire Ercolino IV

Imagine that perfect night watch with full sails, warm sea air, a starry sky that portends fair weather and no one in sight. It is what you cannot see that is worrisome. On this glorious night the last thing you are thinking of is a piece of dry dock gone afloat on its way to the Canary Islands.

Turn the clock back to September 2017 when a dry dock from the former Avondale shipyard on Mississippi River was purchased by Tenerife, a Canary Island. The new owners named the dry dock Ercolino IV and it departed the Mississippi River under tow on September 1, 2017. On September 9, 2017 hurricane Irma made landfall on the northern coast of Cuba, and apparently split the Ercolino IV in two or more pieces. There are reports, supported by photographs that **on October 13, 2017** at least one part of the Ercolino IV was towed to Kingston, Jamaica. The intact portion of Ercolino IV was towed to Tenerife and arrived on January 6, 2018.

Where did the Ercolino IV go for the fourteen months between leaving the Mississippi and beaching in the Bahamas?

It is not clear exactly where the drydock split in half and what happened to all of the part of Ercolino IV that broke off, but we do know that a wing wall tank took a journey from the Gulf of Mexico into the Atlantic, south of Bermuda and washed up at Little Farmer's Cay in Exuma, Bahamas.

During the period from May 9, 2018 to August 20, 2018, there were five sightings of the wing wall tank in the area south of Bermuda. On November 6, 2018 the same wing wall tank showed up in Farmer's Cay Cut, Exuma, Bahamas,



Entire dry dock with wing wall circled-1

Edward William

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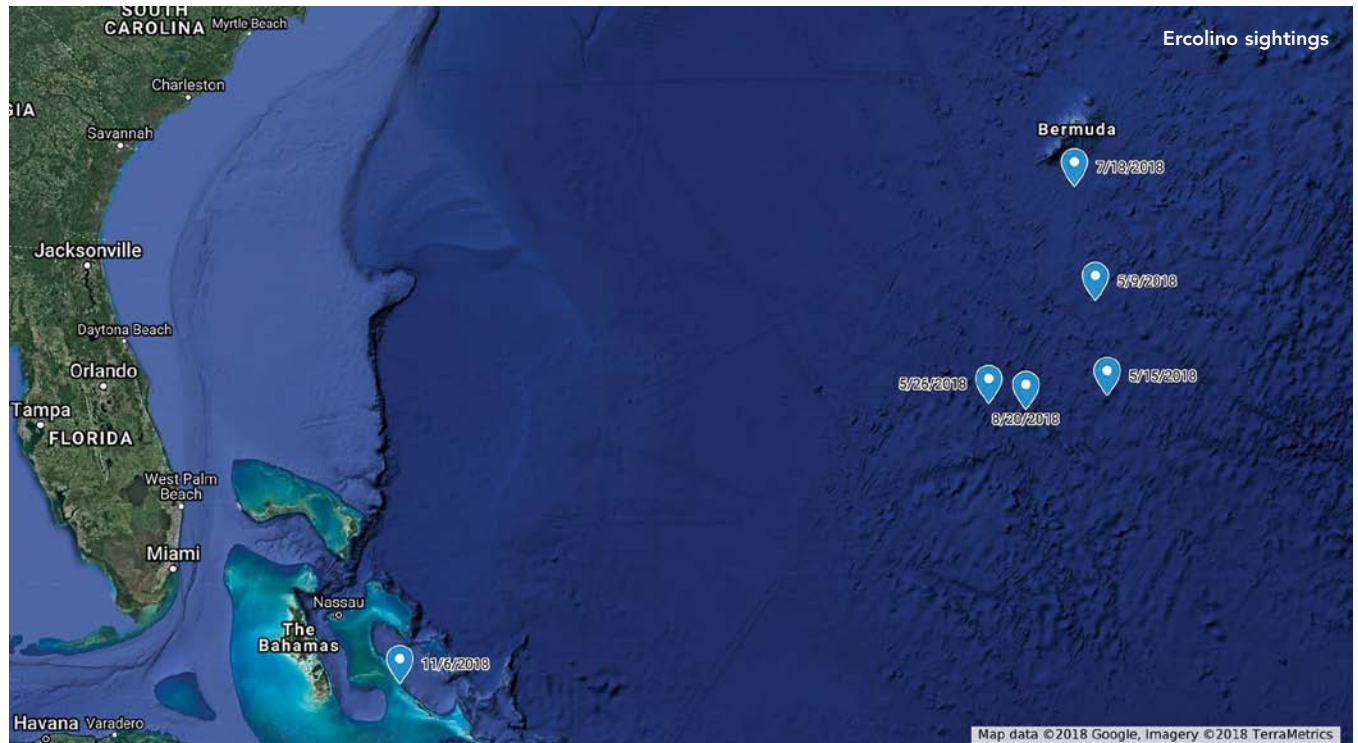
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where it is currently beached on a coral reef and has been secured and lighted. The tank is roughly 20'x 80' and weighs between 155 and 210 tons and has dug a four-foot crater in the coral reef where it landed. The Bahamian government has not responded to a request for the future plans for the dry dock, but one possibility is to take it out of the cut and sink it. The tank contains no pollutants and would make a good artificial reef.

Where did the Ercolino IV go for the fourteen months between leaving the Mississippi and beaching in the Bahamas? It seems likely that the dry dock exited the Gulf of Mexico between Florida and Cuba and the gulfstream transported it to the Sargasso Sea where it circulated until it got loose of the current and drifted to the Bahamas.

Ocean currents flow in complex patterns affected by wind, water density and salinity, solar heating of the waters near the equator, topography of the ocean floor and the rotation of the earth. Currents develop large ocean eddies called gyres and the North Atlantic gyre is 1,200 x 3,000 nautical miles, with a 8,000 nautical mile circumference. ("Flotsametrics and the Floating World" by Curt Ebbsemeyer and Eric Scigliano, 2009. HarperCollins Press). The Sargasso Sea is a gyre within the Atlantic gyre. The cooler and faster moving currents of the Gulf Stream and the North Equatorial currents surround the calm salty waters of Sargasso Sea and make it difficult for floating debris to exit. Ebbsemeyer hy-



pothesizes that the wing tank spent one year drifting in the Sargasso Sea and three months drifting in the Atlantic gyre (aka the Atlantic garbage Patch).

Regardless of the exact path of the Ercolino IV, this should serve as a reminder to be vigilant for unidentified floating objects at sea.

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

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HOW MUCH DOES IT COST TO CHARTER A YACHT IN THE CARIBBEAN?

BY CAROL M. BAREUTHER



Cozier than a cruise ship and more adventurous than a resort ashore, charter yacht vacations make for an exceptional holiday. This is especially true in hot spots such as the Caribbean, which is second only to the Mediterranean as the most popular region in the world to charter. The first step in the process for most, all but perhaps the 1 percenters, is how much does it

cost to charter a yacht? Not one, but instead there are many answers that fit all.

"It all depends on what size and type of yacht you would like to charter, which destination you are interested in and what time of year you'd like to go," says Jody Krebs, marketing manager for the Americas at Sunsail, headquartered in Clear-

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water, FL. "That initial input will let us start to provide a broader range of pricing. We'll also consider number of guests for tax and fee requirements."

Consider the above points and more when calculating the cost of a yacht charter:

BAREBOAT VS. CREWED. Bareboats, or yachts chartered without crew, are not necessarily bare bones in price. It's easy to move in the tens of thousands of dollars when looking at bareboat catamarans these days, according to Dick Schoonover, manager of CharterPort BVI, in Tortola. "And, bareboats aren't exactly bare either. Gone is the day of 'fewest moving parts' and fewer things that can break when it comes to bareboats. Charterers want their comforts like generators, air conditioning, all the modern conveniences."

Hiring crew increases the cost of a charter.

"Charter fees for a 40- to 60-foot catamaran range from ap-





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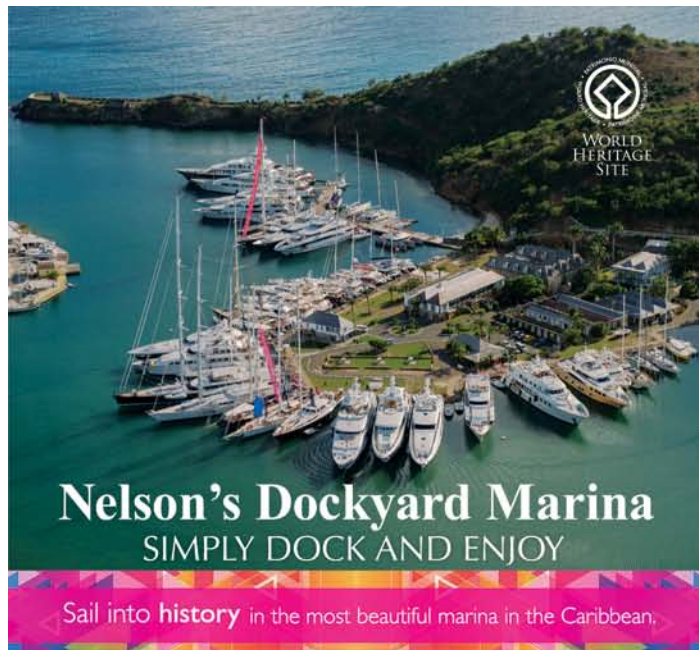
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HOW MUCH DOES IT COST TO CHARTER A YACHT...?



proximately US \$5,000 to \$15,000 for a bareboat and \$15,000 to \$30,000 with crew; less for a monohull either bareboat or crewed," according to Oriel Blake, executive director of the Virgin Islands Professional Charter Association (VIPCA), in St. Thomas, U.S. Virgin Islands.

Of note is that crewed charters are all-inclusive.

"If you compare an all-inclusive crewed charter with all the add-ons for bareboats, crewed can be a better value," says Ann McHorney, director and charter yacht specialist at Fort Lauderdale, Florida-headquartered, Select Yachts, with Caribbean offices in St. Maarten and Dominica.

YACHT SIZE. Generally speaking, "the bigger the boat, the more expensive she will be," says Lesley Hayes, reservations assistant for Horizon Yacht Charters, St. Vincent & the Grenadines. "However, we do have some older, larger boats which offer very good value for money."

That said, "the bigger the vessel, the more people onboard and the cost per head then can work out to a rather good deal," adds Hannah Allison, base manager for Dream Yacht Charters in Fort Lauderdale, FL.

SAIL OR POWER. Power yachts cost more than sail to charter because of the fuel expenditure, according to Select

Yachts' McHorney. "Most power yachts are priced at 'plus all expenses' adding an extra 30- to 35-percent to the published charter rate. However, we are about to launch a solar-powered yacht into charter that does not require fuel or sails! It will cost less than petro-chemically powered yachts with operating costs at 20 percent."

TIME OF YEAR. Chartering in the Caribbean, like the Med, is seasonal. "Holidays are the most expensive and people will pay a premium for this time of year. Off-season, or cusp-there-of prices can reduce considerably where operations remain open," says VIPCA's Blake.

Companies such as the BVI-based Conch Charters, which offers yachts for bareboat and crewed charters, operates with four pricing categories. These are, for example, High Season: December 16-March 31; Special 10 Nights for the Price of 1: April 1-30; Mid-Season: May 1-July 15 and November 8-15; and Low Season: July 16-November 7.

DESTINATION. "Charter fees do range according to location and popularity, but more so the costs involved in getting to that location namely airfare, and cost upon arrival either side of the charter for accommodations ashore, taxis and dining," says VIPCA's Blake.

Beyond this, and in the Caribbean region, "the Bahamas are

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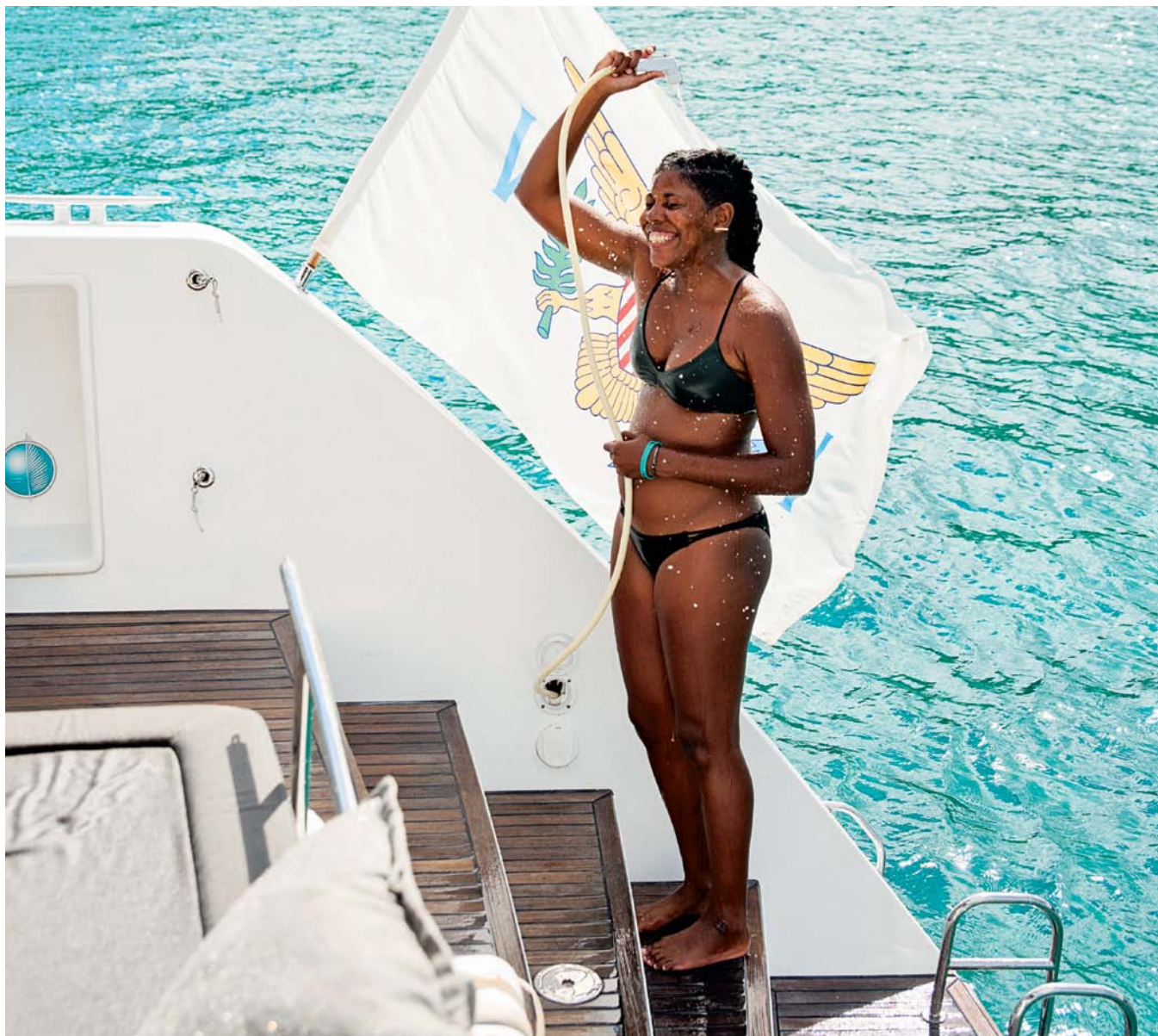
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most expensive due to taxes and a longer high season, while the BVI and Belize are least expensive,” adds Sunsail’s Krebs.

PROVISIONING. Crewed yachts come provisioned. Bareboats require provisioning.

“Provisioning yourself can be cheaper than using a provisioning service. Plus, some people look forward to visiting local markets as part of their vacation,” says Horizon’s Hayes.

On the other hand, “most convenient and affordable is ordering online so once you arrive at the boat, all your provisions are stocked and put away,” adds Sunsail’s Krebs.

OTHER COSTS. Fuel, mooring fees and Customs and

Immigration fees for clearing in and out are a few of the costs not included in the price of a charter. More specifically, in the BVI, these additional costs include the following: a Cruising Permit for US \$6 per person per day; National Parks weekly fee (\$25 for up to 4 passengers; \$35 up to 6 passengers; \$45 up to 8 passengers and \$55 up to 10 passengers), and contribution to VISAR (Virgin Islands Search & Rescue), \$2 per person.

Most importantly, consider standard vacation costs.

“Make sure you budget not just for the boat, but so that you can enjoy your vacation: eating out ashore, sundowners on the beach and a few souvenirs really add to the charter experience,” says Horizon’s Hayes. ☺

BRIDGE OPENING TIMES – Dutch & French St. Martin

DUTCH SIDE –

Bridge Operator VHF Ch. 12

SIMPSON BAY BRIDGE:

Outbound	Inbound
0830 hours	0930 hours
1030 hours	1130 hours
1600 hours	1500 hours
	1700 hours

CAUSEWAY BRIDGE:

Inbound & Outbound Traffic	
0815 hours	0945 hours
1015 hours	1145 hours
1545 hours	1715 hours

1515 hours

On Call for In & Outbound traffic

The above times are now in effect. 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.

FRENCH SIDE –

Bridge Operator VHF Ch. 16 / Tel: (590) 87 20 43

Outbound & Inbound
(Outbound Traffic proceeds
Inbound Traffic)

	Sundays & Public Holidays
0900 hours	
1430 hours	0900 hours
1730 hours	1730 hours

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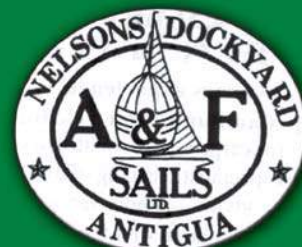
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BLUE CURAÇAO: DRINK BLUE, TASTE ORANGE

BY ELS KROON



Being a teacher living on the island of Curaçao for more than 25 years, I'm always trying to encourage people abroad to visit our beautiful island. It's remarkable that I have to explain where Curaçao is located even in the nearby United States, as the name doesn't sound as familiar as, for instance, Aruba. But when I use blue as a prefix it starts to dawn on many. The blue color is a core building block in premium cocktails around the world, and it's fun to watch people discover that the liqueur carries the name of a Caribbean island.

LARAH ORANGES

Blue Curaçao is not rum; it's originally a colorless triple sec, traditionally made with the dried, macerated and distilled peels of the Laraha orange (*Citrus Aurantium Curassaviensis*, meaning 'Golden Orange of Curaçao'). These oranges were tasty and juicy at the time they were introduced to Curaçao by the Spanish early in the 16th century. However, in the dry and hot climate they struggled and turned into stunted and bitter fruits, until a

few centuries later someone noticed that the skin contained very aromatic and pleasant sweet oils and essences.

LANDHUIS CHOBOLOBO

Today an orange flavored liqueur called 'Genuine Curaçao Liqueur' is produced in a small distillery in Landhuis Chobolobo, an impressive 19-century mansion close to the capital of Willemstad and one of the few freely accessible country houses in Curaçao. The liqueur is brewed in a 120 years old traditional copper still pot and everything, even the cork stoppers, is manufactured by hand.

Tours in Landhuis Chobolobo are offered daily and attract 200,000 visitors each year. There is a free self-explanatory tour available, but the guided tours offer a more fascinating experience.

A JEWISH TOUCH

A visit to this small scale Curaçao Liqueur Distillery is a journey through local history and highlights the many contributions



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made to the island by the Jewish community. As the owners of the manufactures, Senior & Co, are descendants of one of the first Jewish families in Curaçao, the liqueur is still produced with kosher alcohol and ingredients prepared and certified according to traditional Jewish use. One of the contributing factors to the kosher certification is that for more than 120 years Curaçao Liqueur has been distilled using an ethyl alcohol derived from natural cane sugar. The whole process from oranges to labeling is done by hand and takes about 17 days.

THE ORIGINS

Senior Liqueur started producing their premium, handcrafted orange liqueur in 1896. When speaking of an official Curaçao Liqueur, the liqueur must be made with the dried peels of the laraha orange, which are only found in Curaçao. As Senior is the only brand in the world to do so, it adds the word 'genuine' to its labels. Senior & Co Liqueur produces premium Triple Sec and a variety of other specialty liqueurs. The iconic bottle, inspired by the laraha orange, including the ribbed skin, has gone unchanged throughout the years. Other liqueurs have different flavors added, such as coffee, chocolate and rum and raisin. Tamarind, a fine new taste was added two years ago.

Some say the origins of this blue product are murky. Several sources credit Bols, the Dutch spirits brand, with creating Blue Curaçao in the 1920s; others cite Senior & Co Liqueur, the longtime orange liqueur distiller in Curaçao, as having been the first to 'blue' a Curaçao liqueur. Both companies continue to produce Blue Curaçao today.

BLUE CURAÇAO, WHY IS IT BLUE?

The blue color for which Curaçao Liqueur is famous and appreciated in many cocktails is obtained by simply adding an ordinary food colorant: E133 'Brilliant Blue'. The coloring doesn't and shouldn't influence the flavor, so even though you're drinking blue, you taste orange. Senior & Co offers four color versions of the drink - blue, red, orange and green. There's also a colorless liqueur.

ALCOLADO GLACIAL

In addition to the liqueurs, Landhuis Chobolobo also produces the famous 'Alcolado Glacial' a mentholated splash lotion, also called 'air conditioning in a bottle'. Alcolado is widely known for ten diverse uses. It not only has a cooling effect but is also believed to help with fever, headaches and abdominal pain, and although its medicinal effects go unproven, the product gets good reviews. It can even be purchased at Walmart. Alcolado has been produced in Curaçao for more than seventy years.

Landhuis Chobolobo distillery is open Monday – Friday, 8am to 5pm. Open to all ages and fun for the whole family. www.chobolobo.com



Els Kroon is an award winning freelance photojournalist and former teacher. She lives and works in Curaçao and Kissimmee, Florida.

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RON ZACAPA EDICIÓN NEGRA

BY CLINT AND TERRY BORAM

In 2016, we introduced you to Ron Zacapa 23, a rum used as a benchmark at popular festivals around the world. To date, Ron Zacapa has received our only perfect score. Imagine Clint's excitement when he found Ron Zacapa Edición Negra. He couldn't get it home fast enough to taste.

Ron Zacapa rums are made in Guatemala using sugar cane harvested in the lowlands of southern Guatemala. The fermentation process uses a yeast strain from pineapples, then distilled in a single continuous column. The rum is then sent 7000 feet above sea level to mature. Here the ambient temperature is lower and more stable and the oxygen levels are lower, aiding in a slower aging process.

Ron Zacapa Edición Negra was launched in March of 2016. It is a blend of 6 - 24 year-old rums with extra aging time in double charred American oak and Pedro Ximénez wine casks.

The tasting notes on the bottle say, "The perfect way to enjoy Zacapa Edición Negra is over one large ice cube, which melts imperceptibly. This returns the rum to the temperature at which it was aged, respecting its remarkable flavor." That is where we began our test.

HE SAID

The nose is very subtle with a floral bouquet, vanilla and an undertone of molasses. A smoky note lies gently in the background. The initial sip is very smooth with the vanilla from the nose continuing on the palate and a little bit of added pepper. Letting it linger on the palate a bit longer allows the finish to open up bringing in a charred oak and some molasses. This rum definitely changes over time. As the coolness of the ice cube fades, there is another layer of flavors that come out. The pepperiness becomes more prominent on the finish.



SHE SAID

The mahogany and copper color provides deep lacing on my glass. The nose smells like a pack of raisins with undertones of dark chocolate. I let it sit, while Clint samples, allowing the ice cube to do its magic. When I come back to the nose, the raisins are sweeter and the chocolate a bit darker. On the palate though, the ice cube plays havoc with the notes. You are overwhelmed with the coolness which muffles the notes. Once back at room temperature the raisins and chocolate are dominant with a slight hint of smokiness. The finish is smooth but does not linger. That actually makes me go back for another sip.

OVERALL

While the ice cube opens up the nose we found it stifled the notes on the palate and finish. Begin your

exploration of Ron Zacapa Edición Negra neat. Let the rum speak to you before deciding on adding the ice. At \$57/bottle we would hands down stick with the Ron Zacapa 23 at \$37/bottle but then again, that is our favorite.

4.25 OF 5



SIPPING RUM SCALE

- 1 – An expensive mixer
- 2 – A quick celebratory shot
- 3 – Wouldn't be embarrassed to share with friends
- 4 – Are my friends worthy of a sip
- 5 – Special moments rum

ABOUT CLINT AND TERRY: *We have sampled many a dram over our 33 years of marriage and quite often we don't fully agree. Could be the difference is male/female taste buds. Or, somebody is just wrong.*

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
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CARIBBEAN MARINAS

All At Sea's Caribbean 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
Antigua	Falmouth Harbour Marina www.antigua-marina.com	268-460-6054	20'	380'	60	●	110/220/380 3 phase	●	●	●	●	●	●	●	68/10	●	
Antigua	Jolly Harbour Marina www.jhmarina.com	268-462-6042	13'	200'	160	●	110/220		●	●	●	●	●	●	68	FREE	
Aruba	Renaissance Marina Aruba	297-588-0260	13'	200'	50	●	110/220		●			●	●	●	16/69	●	
Aruba	Varadero Caribe www.varaderoaruba.com	297-588-3850	8'	120'	75	●	50/30 amp				●		●	●	68	●	
Curaçao	Barbara Beach Marina	5999-840-0080	15'	200'	19	●	220V/380V – 250A				●	●	●	●	67	FREE	
Curaçao	Curaçao Marine	5999 465 8936	13'	120'	30	●	110/220/380		●		●	●	●	●	67	FREE	
Curaçao	Curaçao Yacht Club www.curacaoyachtclub.com	5999-767-4627	16'	160	10		110/220 v; 50 hrz		●	●	●		●	●	68	FREE	
Curaçao	Seru Boca	5999 560 2599	14'	80'	140	●	127/220				●	●	●	●	67	FREE	
D.R.	Casa de Campo Marina	809.523.8646/ 8647	16'	250'	350	●	110/220 v to 60 hrz	●	●	●	●	●	●	●	68	●	
D.R.	Marina Zar Par	809-523-5858	12'	120'	110	●	110/220 308	●	●	●	●	●	●	●	5	FREE	
D.R.	Ocean World Marina	809-970-3373	12' +	250'	104	●	110/220	●	●	●	●	●	●	●	16/68	●	
Grand Cayman	Barcadere Marina	345-949-3743	8'	150'	83	●	30, 50, 100 & 200 amp single phase; 100 & 200 amp 3 phase; 60hz		●	●	●			●	16	FREE	
Great Exuma	The Marina at Emerald Bay	242-336-6100	14'	250'	150'	●	30 & 50 single phase; 120/208 3 phase	●	●	●	●	●	●	●	16	FREE	
Green Turtle Cay	Green Turtle Club Resort and Marina	866-528-0539	6.5	120'	40	●	50/100 amp		●	●	●	●	●		16	●	
Grenada	Clarkes Court Boatyard & Marina	473-439-3939	11'	150'	20	●	110/220; 50hrz				●	●		●	68	FREE	
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	●	110 volts / 220 / 480 for megayachts		●	●	●	●		●	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	
Puerto Rico	Puerto Del Rey Marina	787-860-1000	15'	260'	1,000	●	120/208V single & 3 phase; 30, 50, 100 & 200 amps; 60 Hz	Cable	●	●	●	●	●	●	16/71	FREE	
Puerto Rico	Sunbay Marina	787-863-0313	12'	75'	287	●	110/220	Cable	●	●	●	●	●	●	16/12	●	

			Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF	Channel	Wireless Internet
Scrub Island, BVI	Scrub Island Resort, Spa & Marina www.scrubisland.com	(284) 394-3440	30'	160'	55	●	30, 50 & 100 amp				●	●	●	●	●	74	●	
St. Croix	Green Cay Marina at Tamarind Reef Resort	340-718-1453	8'	100'	154	●	110/220V - 30A, 50A, 200A	●	●	●	●	●	●	●	●	16		FREE
St. Croix	St. Croix Marine	340-773-0289	11'	150'	44	●	110/220	●	●	●	●	●	●	●	●	16/18		
St. Lucia	Rodney Bay Marina www.igy-rodneybay.com an IGY destination™	758-458-7200	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
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	13'	80'	19'	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	•	•	•	•	•	•	•
Freeport, Grand Bahamas	Bradford Marine Bahamas	26' 31.189 N	78' 45.566 W	242-352-7711	35	400	50	no limit	30/50/100/480	24/7	150	•	•	•	•	•	•	•
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 Boatyard & Marina	12° 00.6' N	061° 44.0' W	473-439-3939	11'	150'	37'	0	110/220; 50Hz	7:30am-4:30pm	242	•	•	•	•	•	•	•
Grenada	Grenada Marine	12° 01:20	61° 40:42	00-1-473-443-1667	12'	75'	31.5'	0	110/220	8-5, M-F; 8-12, Sat	70	•	•	•	•	•	•	•
Grenada	Spice Island Marine 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	758-458-7200	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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4



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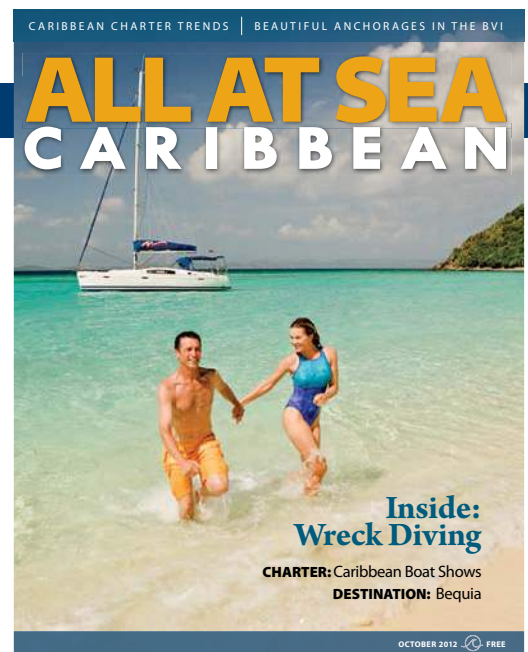
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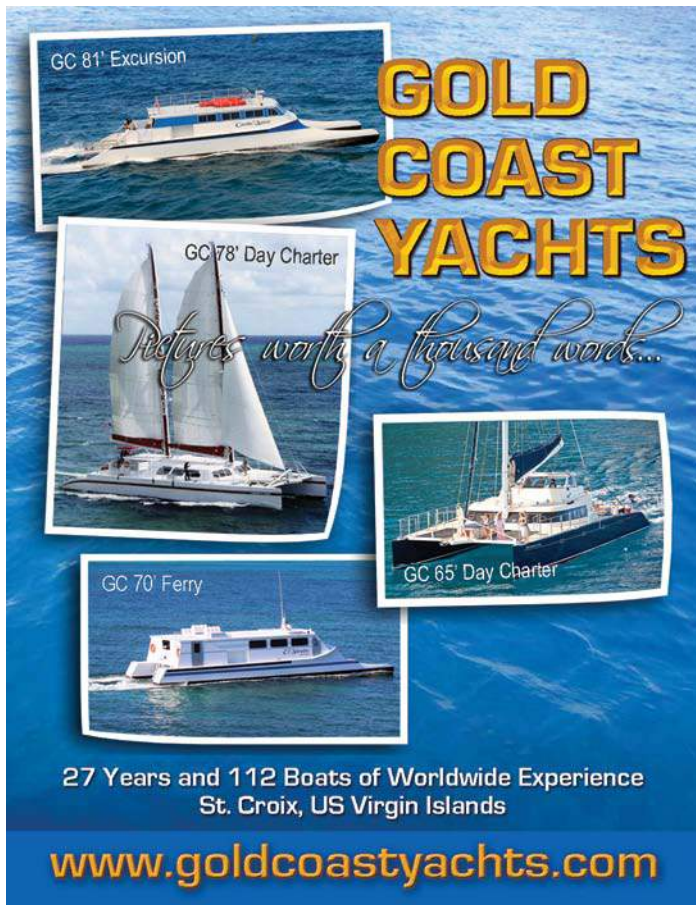


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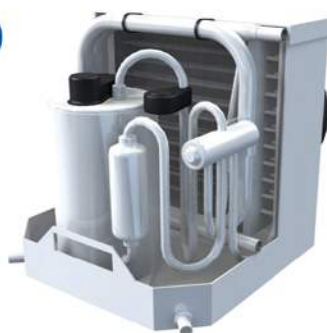
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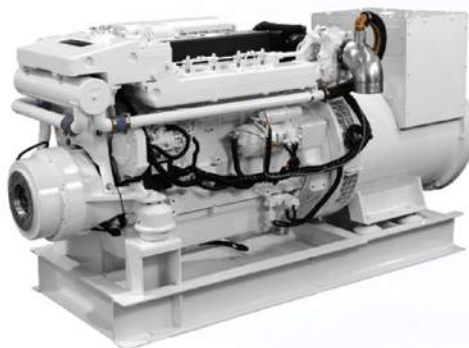


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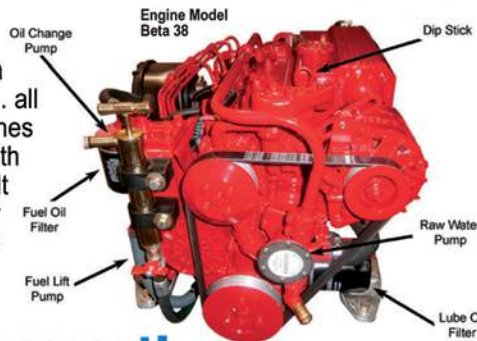
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- Resin systems
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- Excellent communication and problem-solving skills
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- Possess a strong work ethic
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The position is full time at Gold Coast Yachts facility in St. Croix, USVI. Benefits include paid vacations, holidays, sponsored health insurance and retirement plan.

**Please e-mail cover letter and resume to
amy@goldcoastyachts.com**



SPRING IS HERE!

THE DISH BY CAP'N JAN ROBINSON

Spring is here!! And here are a few easy to prepare recipes that will give you the nutrition and energy you need to enjoy every day.

MOROCCAN SPICED DOLPHIN WITH MANGO PAPAYA RELISH

By Chef Kevin Rico

Prep time: 10 minutes. Cooking time: 30 minutes. Serves: 6

6 – 8 oz. (225 g) Mahi Mahi fish filets

¼ cup extra virgin olive oil

MOROCCAN SPICE MIX:

1-1/2 Tbsp each of

Kosher salt

Fresh ground black pepper

Cinnamon

Curry powder

Turmeric

Ground ginger

Paprika

Garlic powder

SAFFRON RICE

1-1/2 cups basmati rice

3 cups water

¼ tsp salt

Pinch of Saffron

1 cup baby green peas

PLAINTAIN CHIPS

2 plantains, peeled and cut in 3/8 inch rounds

1/4 cup flour

3 cups vegetable oil

MANGO PAPAYA RELISH

1 ripe mango, pitted peeled & diced

1 ripe papaya, de-seeded, peeled & diced

1-1/2 cups diced red onion

1 Jalapeño, seed & diced

1 clove garlic, peeled & minced

¼ cup honey

¼ cup olive oil

Preheat oven to 400F (200°C) Coat fish filets with spice mix. Cook rice, add peas in the last few minutes. Coat plantains with flour. Heat oil in a skillet and cook until golden brown; remove and drain on paper towels. In a glass bowl mix together Mango Papaya Relish ingredients. Heat ¼ cup olive oil in a large heavy bottomed skillet over medium-high heat. Sear filets on both sides. Transfer to a baking sheet and bake in the oven 8 – 12 minutes, or until fish is cooked to your liking. Spoon rice and peas in the center of each warmed plate. Place fish on top, spoon over relish and add plantain chips around the edge.



LIME, COCONUT, AND GREEN TEA POWER BITES

By Chef Geoffrey Fisher

Prep time: 20 minutes. Serves: makes 15

3 oz. (80 g) almonds

2 oz. (50 g) unsalted cashew nuts

1 tsp. matcha powder

2 tsp. ground flaxseed

7 oz. (200 g) chopped pitted dates

1 tsp. coconut oil

Zest and juice of 3 limes

3-1/2 oz. (100 g) toasted desiccated coconut

In a food processor, blitz the almonds, cashew, matcha and flaxseed until crumb like. Add the dates, coconut oil, zest and juice of limes. Pulse until mixture is well combined and not too wet or dry. The mixture should be pliable enough to roll into balls.

Roll into 15 equal size balls and toss them into the toasted coconut until all coated. Place into air tight container and place in the fridge. Eat as a snack or quick energy boost!

Jan Robinson, Captain, Health Coach, and author of the Ship to Shore cookbook collection; available on Amazon and www.shiptoashoreinc.com

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BAHAMAS	Harbourside Marine Ltd.	Nassau	+242-393-3461
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DOMINICAN REPUBLIC	Fernando Giraldez, S.R.L.	Santo Domingo	+809-683-0305
FRENCH GUIANA	Marine & Loisirs	Cayenne	+594-594-359-797

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SAINT MARTIN	Outdoor World N. V.	Cole Bay	+721-544-5138
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