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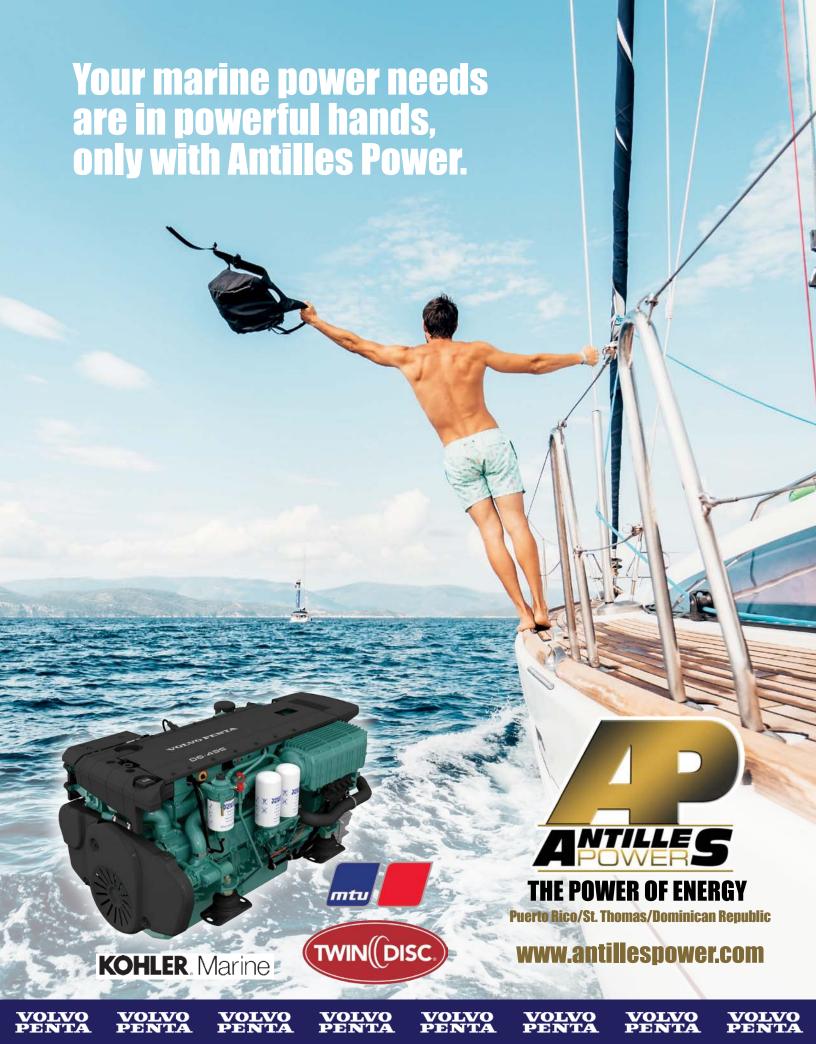
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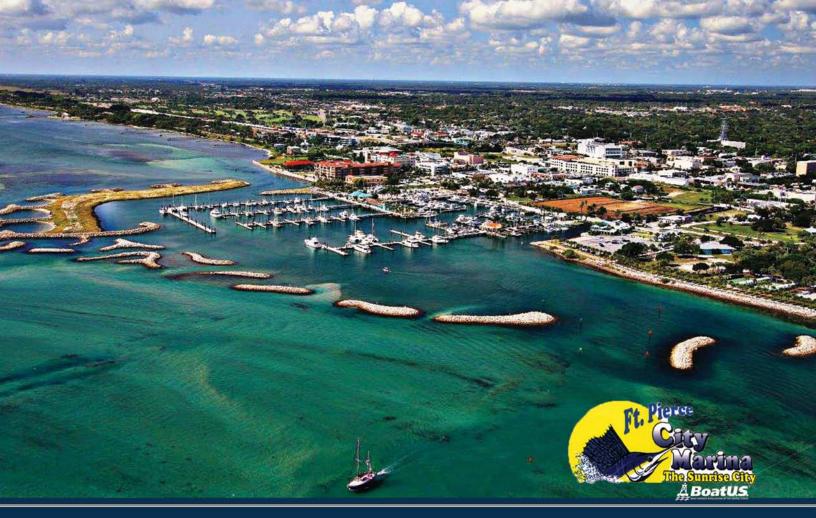
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WE WANT TO HEAR FROM YC



RE: CLINT & TERRY BORAM -PAPA'S PILAR BLONDE 7 ARTICLE

"To be a true Key Wester...(you drink this...)"

No, to be a "true Key Wester": like in college you live in a house with several other people paying exorbitant rents and work two point five jobs selling cheap made-in-China plastic chicken and key lime souvenirs and kitsch \$5 t-shirts with no money left over to spend on expensive rum marketed to tourists - you buy your cheap vodka on sale at Publix and get your cans of free juice (like your groceries) from SOS food bank on Stock Island to cover up your breath and misery to keep a happy face on for those tourists who both have no clue what it's really like as a Key Wester and who let their waay outdated mystique of "Margaritaville" guide them in writing this flowery liquor-sales drivel.

> Thanks. Observant person in Key West

Dear Observant person in Key West, Thank you so much for sharing the misery of being a true Key Wester. I can share some good news that ALL AT SEA is free and will always remain as such. So at least you can be entertained while hustling.

The Editing Team

Dear Editor.

My rum suggestion may have been reviewed, but if it was I haven't seen it. So, here goes:

My go to sipping rum is El Dorado 12 year. The color is a beautiful amber color with an attractive aroma. The rum comes from Guyana on the Demerara River. If you haven't tried it I would like to hear your thoughts on it.

> Enjoy, Will Martin, S/V Martinique

Hi Will, Got you covered!

Check out our February 2017 edition (https://www.allatsea.net/ el-dorado-12-year-old-guyana-rum-review/)

Thanks for reading our Rum Reviews AND keep the recommendations coming.

> Love. The Editing Team



Please send your letters to editor@allatsea.net. Letters should be no more than 250 words and include a photo when possible. Letters may be edited for clarity.



NOVEMBER 2019 @

The Caribbean's Waterfront Magazine



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COVER SHOT: Friendly smiles from the craft vendor on Bequia. Image courtesy of SVG Tourism Authority

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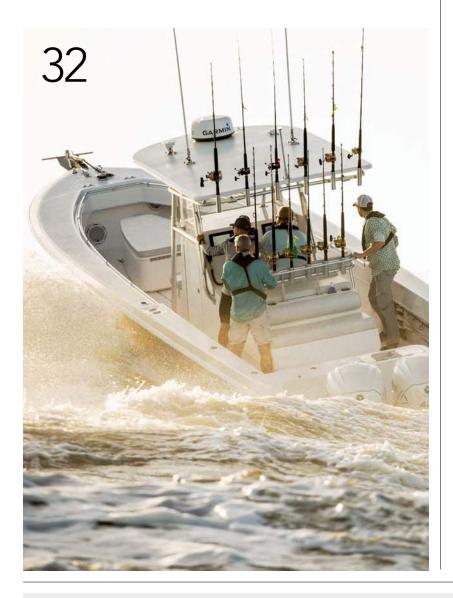
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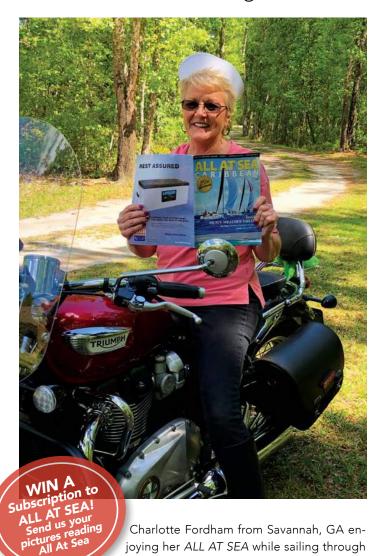


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ISLAND EVENTS & INTERESTS

ALL AT SEA'S Caribbean Coverage



PAGE 50 Caribbean Fall Cruising Rallies -**Destination Guide**



CARIBBEAN NEWS



CARIB MARINE'S FX580 RIB - LOOKS LOVELY, PERFORMS PERFECTLY

RIBS – rigid hard bottom inflatables – are increasingly multipurpose and with this comes a multitude of features and designs. Carib Marine, the in-house brand of Budget Marine, offers the widest range of both fiberglass and aluminum RIBs in stock at its headquarters in St. Maarten. This includes the new fiberglass FX580.

"The purpose of the FX580 is to not only look cool, which goal it achieves splendidly, but also to move easily and smoothly between locations in the Caribbean," says marketing manager, Nicole Corvellec. "The pronounced bow-sheer, deep V keel and large tube of this series guarantees a great sea going vessel and a smooth dry ride. Its stability at rest, its spacious cockpit and its heavy-duty grab handles, makes the ideal platform as a dive/pleasure boat, professional/response boat or coach/support boat."

This stunning RIB comes standard with console and seating. Additional options include T-top, leaning post and engine among others. The Budget Marine Service Department can take care of rigging needs so the FX580 can be delivered completely turn-key.

For those buyers looking for a lightweight RIB, Carib Marine has just introduced an aluminum line that ranges from 8- to 14-foot in length. *Caribmarine.com*

BALMAR RELEASES SG200 SMARTPHONE APP

Dead or alive! Boaters can know how their batteries are aging and avoid the dead battery surprise. This is due to a new Smartphone App for the SG200 Battery Monitor. In September, Marysville, WA-headquartered Balmar, LLC, the leading manufacturer of onboard DC charging systems for cruising sail and power boats, announced full production release of this App. Since then, and just in time for the winter Caribbean cruising season, Bluetooth® Gateway units have been available. These units work with both Apple iOS and Google Android devices.

"The SG200 has always been a great battery monitor for longdistance sailors. By keeping track of a battery's state of health, sailors can know before they go, and make strategic decisions about preemptive battery replacement," says Chris Witzgall, produce manager. "Of course, the Bluetooth Gateway allows for monitoring and configuration, but it also allows for product improvements to be installed anywhere. The user can simply update the App over a cellular or Wi-Fi connection while in port. They can then update the SG200 while in a remote anchorage without issue and without any outside connectivity."

The SG200 is Balmar's revolutionary, award winning, next generation battery monitor; capable of providing both State of Charge and State of Health measurements. www.balmar.net



YOUTH TEAM SETS SAIL IN ATLANTIC RALLY FOR CRUISERS

Talk about a trip of a lifetime! Twelve 18- to 30-year-old men and women will embark on such a voyage this month when they cast off on a 2,700 nautical mile transatlantic passage as part of the Atlantic Rally for Cruisers (ARC). The young crew, selected from the ARC's departure and arrival destinations of Gran Canaria and St. Lucia as well as the UK, will sail onboard a Tall Ships Youth Trust 72-foot Challenger yacht supported by a professional skipper, mate and experienced watch leaders. Funding for the initiative comes from the Tall Ships Youth Trust, the UK's oldest sail-training charity. Charity members are specialists in bringing young people together for a unique, physically and mentally challenging residential experience on an ocean sailing vessel.

"We are incredibly excited to be part of this project," says Richard Leaman-Grey, the Trust's chief executive officer. "Tall Ships

have been taking part in the ARC for over 10 years, but we have never entered such a young crew. This will be a really challenging voyage for our young people but will undoubtedly be an unforgettable life-changing experience for all on board. This is exactly what the Tall Ships Youth Trust are all about."

The ARC Youth Team will depart from Las Palmas on Sunday November 24, alongside over 200 other yachts representing more than 30 nationalities, and sail as part of the Racing Division. The voyage is anticipated to take 13 to 18 days.

Members of the ARC Youth Team from St. Lucia are: Gabie Chreiki, Adonai Modeste, Krishna Joseph, Neil Melius, Chrisanki Flood and Tyrus Antoine. www.worldcruising.com

PUERTO RICO'S OFFSHORE 'SPANISH VIRGIN ISLANDS' EXPAND USVI-BASED CHARTER ITINERARIES

Visiting Puerto Rico's eastern islands of Culebra, Culebrita, Vieques and more, often nicknamed the 'Spanish Virgin Islands', is now easier via a day or week-long crewed charter from the U.S. Virgin Islands. In September, members of the Virgin Islands Professional Charter Association (VIPCA) received a ruling from U.S. Customs and Border Patrol (CBP) in Washington, D.C., clarifying entrance and departure requirements specifically for VIPCA-member yachts. This development offers an alternative destination to the British Virgin Islands.

"I am ecstatic that our yacht Starfish is now able to offer the 'Spanish Virgin Islands' to our guests," says Jennifer Augspurger, Chef/First Mate aboard the 46-foot Leopard catamaran, Starfish, and VIPCA president. "The Spanish Virgins do not receive a lot of crewed charter yachts, so this is truly virgin charter grounds for those who are looking for a new destination filled with turquoise waters, pristine white sand beaches, quaint villages, great snorkeling and diving, and a wonderful Hispanic vibe reflected in the local food, music and conversation. We can't wait to share this 'secret' gem of a destination with our guests!"















Vessels, crews and brokers can learn more about chartering in Puerto Rico's offshore Spanish Virgin Islands during the always-anticipated 'State of the Industry' address presented at the USVI Charter Yacht Show, November 11 to 14, at IGY's Marina at Yacht Haven Grande. For more information and to learn how to become a VIPCA member, please Email: info@ vipca.org or visit: vipca.org

ST. LUCIA'S JUS' SAILING WINS COMMUNITY **BENEFIT AWARD**

'Being the best at managing tourism well for the long-term benefit of the destination, local people and visitors' is what earned Jus' Sailing, a day charter operation based out IGY's Rodney Bay Marina in St. Lucia, the Caribbean Travel Organization's (CTO) 2019 Community Benefit Award. This award, and seven others, were presented in August during the CTO's Caribbean Conference on Sustainable Tourism Development, held in St. Vincent and the Grenadines.

"We have worked very hard over the past eight years to develop our youth training program in the off season. This program assists disadvantaged unemployed youth to gain valuable experience, skills and certifications that help them obtain employment in the marine and wider tourism sector here in Saint Lucia. We are proud to have many of our graduates in most of the island's day charter boat companies, marinas, boat yard and other tourism businesses," says James Crockett, Jus' Sail's captain of good expectation and managing director. "Winning this award inspires us to keep going and hopefully it inspires others to invest resources, however small or large, in developing the youth of our islands into assets for the regions essential maritime industry." Jussail.com



RESCUED GREEN SEA TURTLE RETURNS TO ITS U.S. VIRGIN ISLANDS HOME

A young green sea turtle will live to swim another day in the wilds of the Caribbean Sea thanks to the collective efforts of several individuals, organizations and even an airline. In early September, five months after it was rescued from the bottom of steep cliffs on St. Thomas with potentially life-threatening predator injuries and rehabilitated at the Turtle Hospital in the Florida Keys, Khepri - was fittingly named after the Egyptian god who represents sunrise and new life - was flown back to the island. After touchdown, Khepri was held overnight at the Coral World Ocean Park for observation, then released back to the sea with representatives from Coral World, the Turtle Hospital and American Airlines on hand.

"We are thrilled that we were able to help save this turtle," says Lee Kellar, general curator of Coral World. "Our mission is to educate the public about conservation of our ocean resources and to participate in rescue and rehabilitation. Returning Khepri to his ocean home symbolizes our commitment." coralworldvi.com





NOVEMBER 2019 EVENTS

BY CAROL M. BAREUTHER



NOVEMBER 7 - 10: FALL CHARTER YACHT SHOW, **BRITISH VIRGIN ISLANDS.**

A fleet of crewed charter yachts will show to brokers at the Nanny Cay Resort and Marina on Tortola. "A new addition is the Mount Gay Cocktail Blending Competition on November 8, from 10 a.m. to 3 p.m.," says Janet Oliver, executive director of the BVI Charter Yacht Society. "Over the years we have focused on the culinary skills among crew, but we ran a Cocktail Contest at our May show and were overwhelmed with the level of participation and the quality of cocktails created. Winning or even placing in a competition gives crew that 'extra something' to stand out from the rest of the fleet." An Industry Expo, Yacht Hop and Broker & Crew Dinner are also part of the show. www.crewedyachtsbvi.com

NOVEMBER 7 - 11: PIRATE'S WEEK, CAYMAN ISLANDS.

Fantasy, along with cultural heritage, is the draw to this festival, which features a 'landing' on November 8 at 2 p.m. in George Town, Grand Cayman's Hog Sty Bay, with boats bringing pirates ashore to 'attack and take over the island'. "This year's theme is Shipwrecked and we are working with



the Cayman Islands Catboat & Maritime Heritage Foundation to assist us in the landing and 'invasion of the pirates'," says Mona Meade, marketing coordinator for the Tourism Attraction Board. "The first locally known catboat, 'The Terror', was built by Mr. Daniel Jarvis in Cayman Brac in 1904 as a fast sailing boat that was able to heel over without sinking. The boats were largely built by fishermen." A Children's Pirate Fun Day, Food Festival and Fireworks are also part of the fun. www. piratesweekfestival.com

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

BOAT SHOW:



NOVEMBER 7 - 10 BVI Charter Yacht Show www.bvicrewedyachts.com cysofbvi@surfbvi.com 284-494-6017

CRUISING RALLY:



HAMPTON, VA

NOVEMBER 1 - 16 The Caribbean 1500 Rally to the Caribbean www.carib1500.com carib1500@worldcruising.com

NOVEMBER 1 – 16 Salty Dawg Fall Rally to the Caribbean www.saltydawgsailing.org hank@saltydawgsailing.org



NEWPORT. RI

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NOVEMBER 7-10 BBGC Wahoo Smackdown www.wahoosmackdown.net BWatson@biggame clubbimini.com (954) 462-3400



ISLAMORADA, FL

NOVEMBER 1 - 3 Redbone Tournament www.redbone.org (305) 664-2002

NOVEMBER 7 - 9

Cheeca Lodge All American Backcountry Fishing Tournament www.cheeca.com/all-american LThornhill@Cheeca.com 305-451-5094



ST. CROIX, USVI

NOVEMBER 9 Golden Hook Series Finale Wahoo Tournament www.fishstx.com GHFC@fishstx.com 340-773-4693



ST. THOMAS, USVI

NOVEMBER 10 VIGFC Wahoo Wind-Up www.vigfc.com usviafc@amail.com 340-775-9144

POKER RUN:



KEY WEST, FL

NOVEMBER 6 – 11 Key West Offshore Poker Run

flpowerboat.com/project/ key-west-offshore-poker-run/

SAILING REGATTA:



MANTIGUA

NOVEMBER 23 – 24 Jolly Harbour Yacht Club Annual Regatta www.jhycantigua.com



MIAMI, FL

NOVEMBER 13 - 16 Nassau Cup Ocean Race www.nassaucuprace.org/# 305-858-1733



PUERTO RICO

NOVEMBER 8 – 10 Discover the Caribbean Regatta and Discover the Caribbean Dinghy Regatta www.ponceyachtand fishingclub.com



NOVEMBER 20 – 24 St Barth Cata Cup www.stbarthcatacup.com info@stbarthcatacup.com



া ST. JOHN, USVI

NOVEMBER 23 – 24 Coral Bay Yacht Club Annual Thanksgiving Regatta henstjohn@yahoo.com



ST. LUCIA

NOV. 30 - DEC. 2 Mango Bowl Regatta www.stluciayachtclub.com



TORTOLA, BVI

NOVEMBER 16 Round Tortola Race www.royalbviyc.org sailing@royalbviyc.org 284-494-3286









NOVEMBER 11 – 14: USVI CHARTER YACHT SHOW.

Nearly 70 yachts are expected to show at IGY's Yacht Haven Grande Marina, in St. Thomas. What's new is a fine-tuning of key events. "With such a number of exceptional yachts and crew exhibiting we have selected ten anonymous top brokers to form a judge's panel. These judges will follow strict criteria to assure best in show prizes are awarded fairly. Criteria include the yacht's performance during the yacht-hop evening which this year is themed 'circumnavigation'," says Oriel Blake, executive director of the Virgin Islands Professional Charter Association (VIPCA). New also for yacht chefs is a 'Culinary Concourse' networking event with local vendors at restaurant, Blue 11, which features a demo by Chef Benji, on November 14 at 1:30 p.m. Lastly, the 2019 industry update on November 11 at 5:30 p.m. will include information about VIPCA's facilitation of ease of charter in Puerto Rico and its neighboring islands. vipca.org

NOVEMBER 22 – 24: ANNUAL REGATTA, ANTIGUA.

The Jolly Harbour Yacht Club (JHYC) hosts this event, which features a skipper's briefing, live music and free canapes on November 22. Two days of racing follow, with the first start a spectator-friendly one inside Jolly Harbour. Four races the first day and three the second, with courses set around the beautiful Five Islands area, culminate with a prize- and trophy-giving ashore at the Westpoint Bar. Classes include racer, racer/cruiser and cruiser. "The Annual Regatta was originally for the local sailors and boats, but over time more boats from away have entered," says JHYC Commodore, Grahame Williams. www.jhycantigua.com

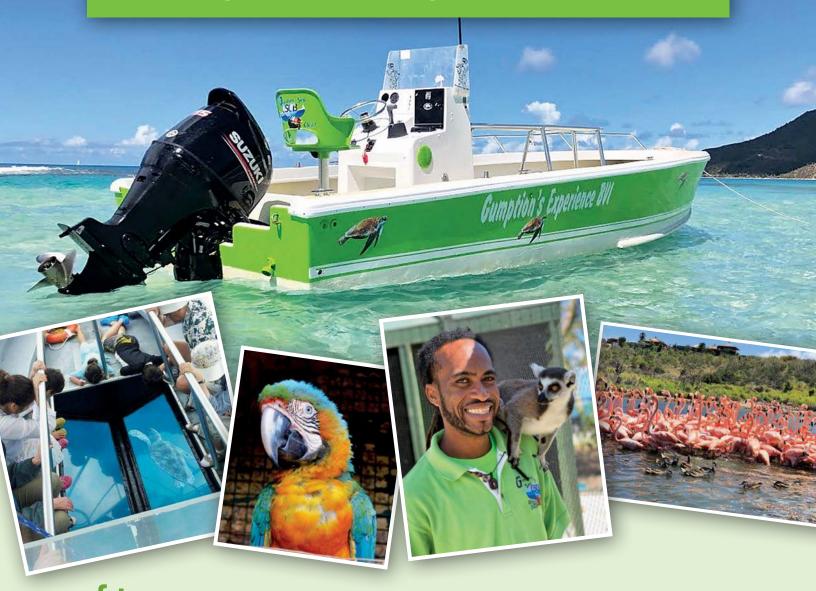




NOVEMBER 14 – 18: GOLDEN ROCK REGATTA, ST. MAARTEN.

Four days of racing kicks off with an opening dinner at Bobby's Marina on November 14, followed by a first day of racing around St. Maarten/St. Martin. The course heads to St. Barths the second day, Simpson Bay via the Anguilla Channel the third and finally three round-the-buoy races in Simpson Bay the fourth day with a prize giving dinner at the St. Maarten Yacht Club (SMYC). "In addition to bareboats, we expect local teams to join us in Spinnaker and Non-Spinnaker racing classes," says regatta director, Juul Hermsen. Due to sponsorship challenges, this event may be combined with the SMYC's Course de L'Alliance next year. goldenrockregatta.com 🕢

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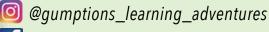
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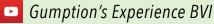














SAILING HUMOR BY CAP'N FATTY GOODLANDER



fter 59 years of living aboard, my favorite cruiser type is Frugal Freddy—a sailor so cheap he squeaks. You know the type of sailor I'm talking about—he Abends over an odiferous, poop-smeared shipyard dumpster to retrieve a rusty can of imitation WD-40 with one squirt left—while yelling at the top of his lungs, "Treasure! I've found treasure!"

You might have met this Jack-O-Lantern-type—cruising sailors too cheap to visit dentists ashore and instead tie a kite string to the end of his boom and yell, "Jibe ho!"

Never get downwind of a dude on a dinghy docks if he's yelling, "Soap? That's what makes Caribbean cruising so darn expensive!"

Yes, it is best to avoid yachties whose Topsiders smell like blue cheese in the mouth of a dead rat.

True, nobody likes to waste money—but chopping up your used Manila dock lines in order to carry one less roll of TP aboard seems... extreme, right?

You know the kind of light-fingered rock pilot I'm talking about he wears his foul weather jacket in the buffet line at the yacht club because it has large pockets. At McDonald's he takes extra packets of ketchup in case he comes across some (free) hot water to make tomato soup with. If he's flying into a regatta and there's a pay toilet at the airport he will either 1.) climb over the stall, 2.) crawl under the stall, 3.) bring a hose coiled around his waist to snake into the stall, or just 4.) throw up in the sink.

Never get downwind of a dude on a dinghy docks if he's yelling, "Soap? That's what makes Caribbean cruising so darn expensive!" Yes, it is best to avoid vachties whose Topsiders smell like blue cheese in the mouth of a dead rat.

Let's be honest—we've all seen sailors at Budget Marine and Island Water World asking the cashier if they'll knock off a few pennies if they don't request a receipt.

I'm talking about a confirmed penny-pinching Jack Tarr—a yachtie who suspiciously asks Saint Peter at the Pearly Gates, "How much, U.S?"

That's right. A seaman who squeezes his pennies so hard that Abe Lincoln weeps—a guy who claims to be too broke to give you the time of day. Yeah, a guy so chintzy he has pet names for the smooth pennies wearing holes in his regularlymended pocket.

...who shows his yacht club card on the passage across the River Styx in hopes of getting a 10% discount.

What is it about sailing and sailboats that attract such skinflints?

Some of the worst offenders are quite wealthy—sailing tightwads who buy mega-yachts to sail to Haiti, anchor off Potta Potti, and smoke expensive cigars while complaining that it's too expensive to go ashore.





The kind of cheapskate that—if a fly lands in his rum drink, he retrieves the fly and yells, "Spit it out, damn it—spit it out!"

Most of these marine misers are so broke they can't afford to smile.

You can discover one of their vessels at a glance—it is the one anchored just outside the marina with an anchor rode that consists of tied-together, heavily-chafed halyards. The only thing keeping it together is the roaches holding hands. His topsides have more battle scars than Charles Bukowski face, his sails have more holes than OJ's alibi, and his deck has more leaks than the White House.

Yeah, him—the guy with morals as loose as his hose-clampedtogether rigging wire. The mariner who is a heavy drinker and always quick to order another round yet somehow manages to be in the bathroom when the bill arrives.

...the kind of single-hander who sails to Thailand and vehemently argues price with the blind, one-legged, pregnant, 16 year old masseur on the beach. "What?!? 50 cents an hour? Damn, happy-happy was much cheaper during the VietNam war!"

Sure, we all look for a deal—but is buying anchor chain with only a few rusty links in the middle really advisable? Life rafts





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with only tiny holes in the Hypalon? Out-of-date AIS MOB units that are kerosene-fired?

Yes, we've all met Frugal Fred. He lives aboard a catamaran with hulls of different sizes because it used to be a trimaran and he got it cheap after one ama sheared off during a Cape Horn rounding. "Didn't need it anyway!" he laughs, "and we saved nearly a grand over transiting the Panama Canal!"

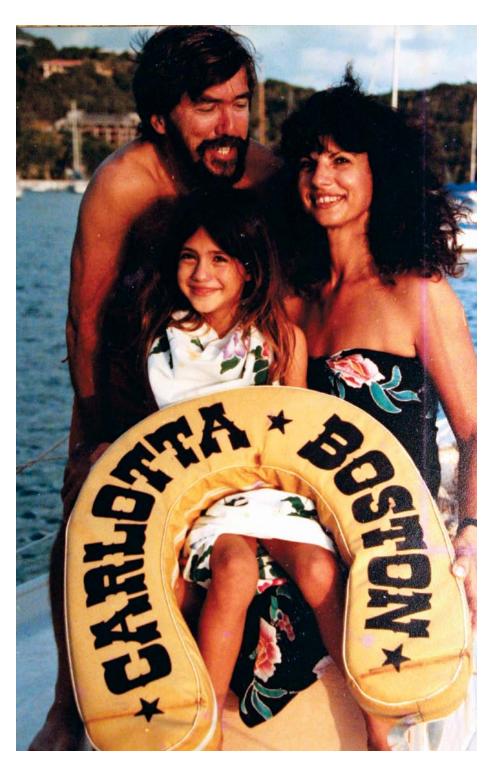
You know the tightfisted guy I'm talking about—he wears a teeshirt with a dive flag on a front and DUMPSTER DIVER on the back. Recently I visited a boat in Nuku'alofa, Tonga, that contained one copy of each of my books long overdue from libraries all over the world.

Many of these guys are delusional—I mean pulling into a modern marina aboard an ancient Out-House 41 named Morgan 21 isn't going to save you 50 percent per month—unless the dockmaster is Helen Keller. Or Ray Charles. Or Stevie Wonder

I wish I had a nickel for all the times I've walked into a shipyard office and heard a fellow yachtie screaming, "But I thought it was waterline length, dude!" Yeah, and have you ever noticed how much weight boats tend to lose in countries that charge by the gross ton?

Some of these cheater guys aren't too imaginative. I mean, everyone's proof-of-insurance photocopy on file in the marina office can't be Acme Marine Insurance, 123 River St, AnyTown, USA, right? And why is there no email address for queries on the form? Or telephone numbers? Odd!

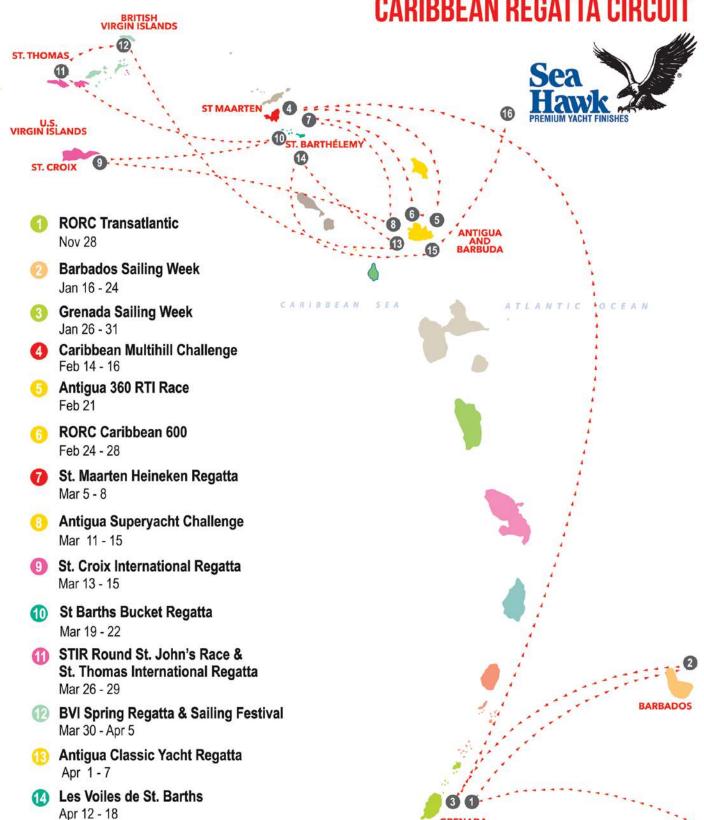
Why, exactly, is the most common, most oft-heard phrase used by sea gypsies, "Will you take a check?"



Contrast this to the generous sportfishing skipper who regularly stumbled onto the dock yelling, "Who do I pay? How much should I tip? Where can I buy Old Spice deodorant? Toothpaste? A Bic razor?"

Then contrast that behavior to the average empty-pocketed blowboater who is, according to reliable sources within the Grim Reaper community, "a total deadbeat!"





Apr 25 - May 1

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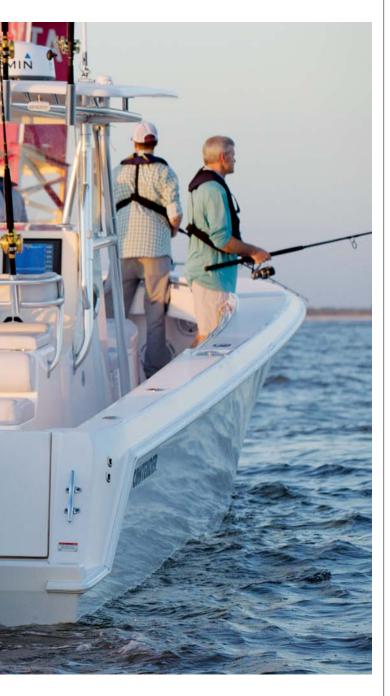
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GRENADA



019 has proved to be quite a year of innovations in the marine industry. Yamaha Outboards has been one company leading the way with a series of new engines and technology that are setting a new benchmark in what to expect from your new outboard. I recently had a chance to chat with Ry Landry, the Product Education Manager for the Yamaha Motor and Marine Business Unit, about all the innovation Yamaha has brought to boaters this year.

Landry started off with probably the most acknowledged engine this year - the XTO Series. Introduced at IBEX (the International Boat Builders Exhibition) the 425HP outboard won the innovation award at that show. He explained that this 5.6L V8 engine and its innovations and features "were all directly related to trying to get boat builders more ability to build a better package for the consumer." The goal was "integrating the motor into more of a platform with the boat manufacturer." Their goal of building a motor unlike any other that filled specific needs of builders requiring a large efficient and feature rich outboard has been brought to fruition with the XTO. Innovative features that accomplished this include the 100% electric steering that eliminates the need for external hydraulic pumps and hoses. This design leaves just the rigging tube simplifying installation and a nice clean and uncluttered transom. Landry



went on to explain that the electric steering system is also more responsive than hydraulic steering and is more efficient because it only draws current when it is actively being steered. There is also a high output charging system on the XTO. With a gross output of 90 amps it was specifically designed for low RPM net charging, producing 52 amps at idle (when it's normally needed most) and 72 amps at 1500 RPM. Net charging is the power that is produced after all the needs of the motor are accomplished, including the electric steering. The result is plenty of power for larger craft with extensive electrical and electronic systems. As a comparison the F350 has a gross output of 50 amps, which is already impressive.





Other features that make the XTO a great choice for builders of boats such as large multi-engine center consoles is the tilt up capabilities of this motor. Many larger outboard craft are kept in the water and the tilt mechanism on these motors allows for the engine to be raised to where it is completely out of the water, eliminating the accumulation of growth typically found on lower units kept in the water. There is also a thrust enhanced exhaust system that is an alternate exhaust port away from the hub. It kicks in when below 2500 RPM to allow better low speed operation and reverse thrust with no cavitation caused by exhaust exiting through the prop. This outboard is also the first four stroke direct injected motor on the market. Producing 2900psi injection with 5 fuel pumps the major benefit of direct injection is the ability to boost the compression ratio from 9.6:1 to 12.2:1 "Pushing into the racing side of compression ratios, while it still runs on 89 octane," all of it producing better economy and more torque and power.

The XTO is built for long-term reliability and durability. This is accomplished with features such as its two-stage water pump that flows 30% more water than the F350 did and even has a

the oil on the interior of the motor, keeping things nice and cool. Landry says "A lot of the features of this motor and the design of this motor are designed to make sure consumers have an enjoyable experience with this product for years to come." He went on to say that with the improvement in performance and economy there are boat builders producing boats today that are better performers with triple XTO outboards that previously needed quads to produce similar results.

dual chamber oil pump that helps circulate

The XTO is not the only innovative product Yamaha has released recently. Landry explained that the electric steering of the XTO directly ties into other improvements on already impressive products such as Helm Master, Yamaha's electronic joystick controls. Although around for a few years there have been some significant upgrades to the Helm Master system. Namely the SetPoint features were upgraded in 2019 to be repositionable. SetPoint has three different modes, StayPoint, FishPoint and DriftPoint, offering more possibilities then ever. Now with FishPoint you can set it for bow and stern holding either into a cur-

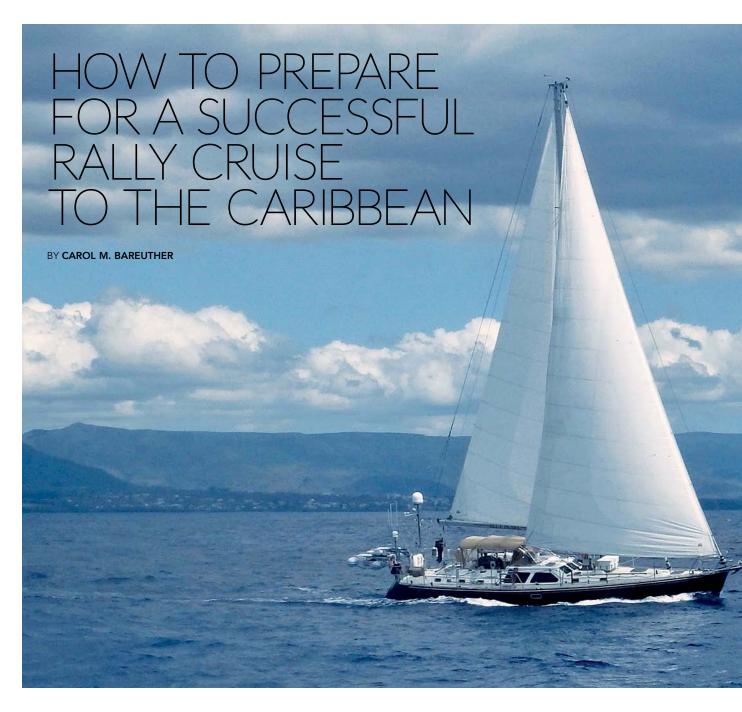
rent, keeping position but not heading. Position adjustments of 10 feet can be accomplished by pushing the joystick to the bow, stern, port or starboard. Landry says StayPoint "uses the motors to anchor the boat exactly where it is at," holding position and heading. He explains a useful upgrade allows that while in SetPoint you can activate the joystick and move the boat to the bow, stern, port or starboard in 10-foot increments. You can also twist the joystick to actually reorient the boat in 5-degree increments. DriftPoint now allows the maintenance of your heading but not your position (great for kite fishing or drifting over depressions, etc.). Twisting the joystick while in this mode allows for heading changes in 5-degree increments. Another great new feature is Pattern Shift. Even though VTS or Variable Trolling Switch has been available to lower the idle speed of a boat, it doesn't really help with larger boats with multiple outboards whose idle speed is usually about 6-7 MPH. If there is a need to go slower, then all that is needed is to push the speed control button on the remote that automatically bump shifts for you. It starts at 90% in gear and 10% out of gear. It can go all the way down to 10% in gear and 90% out of gear, effectively slowing your trolling speed significantly.

Yet another innovation from Yamaha in 2019 is the V Max 200 SHO X Shaft. Based on the 4.2 Liter V6 platform this motor is designed primarily for the Great Lakes market and others with a smaller deep v craft requiring a longer shaft, offered with a 25-inch shaft unlike the traditional F200 based on an inline 4 platform. This new motor really helps fill in a muchneeded motor for smaller boats that are longer and heaver that limit out at 200HP but need performance of a larger motor with a longer shaft.

On the smaller motor side Yamaha now offers the T25 high thrust outboard and the new F20. Both are based off the popular F25 that was so popular for many years. Both can be had with or without electric start and sport the new battery less EFI system. There are about 30 variants, such as with and without power tilt, varying shaft length, tiller handle and other options. The T25 can be used as a kicker motor and is a really good option for this with its new EFI system. This motor is now also an excellent choice for houseboats needing that extra thrust which this outboard produces through Yamaha's patented dual thrust propeller. This propeller is particularly good while operating the outboard in reverse, getting the most out of all 25 horses.

All in all this has been a year of innovation for Yamaha and the company has not only introduced engines but technology and features that will become must-haves for anyone who gets to put them through their paces. I can't wait to see what's coming next year.





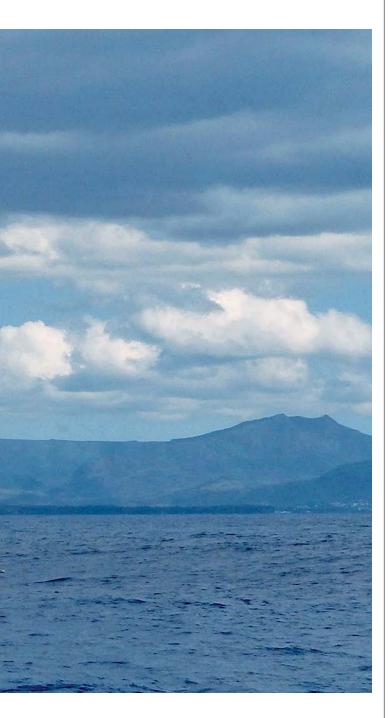
ruising in the company of other sailors on a rally to the Caribbean offers a safety net. Yet, ultimately, its up to each vessel's captain to make sure their boat, crew and even provisioning are up to par to assure a successful passage. It's also important in this busy world to carve out enough time for the rally itself. All At Sea asked experienced ralliers as well as rally organizers for their suggestions on these topics.

"As is often the case, and very much so for offshore sailing, preparation is the key to success," says Ruud Bosman, who with wife Laurie have sailed their Hylas 54, Blue Pearl, to the Caribbean six times, twice with the Salty Dawgs, twice with the ARC Caribbean 1500 and twice solo.

THE BOAT

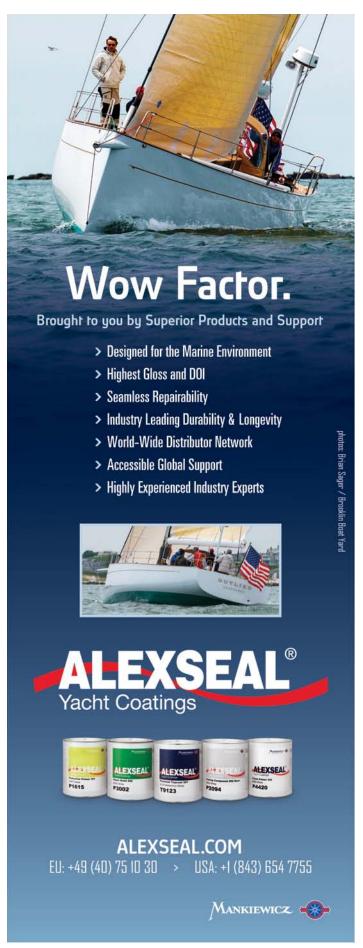
There's no one-size-fits-all as to the best type of rally boat.

"I have sailed offshore in several different types and size boats, from 32- to 52-feet, monohulls and multihulls. I've also observed many others and discussed their passage and observed their sailing capability. In summary, there is



no perfect boat; there are always trade offs," says Hank George, president of the Salty Dawg Sailing Association, which runs its annual Fall Rally from Hampton, VA, to the Bahamas or Antiqua.

Brian Stork, who with wife Shelly, sailed their Hylas 49, Aria, to the Caribbean with the SDSA's Fall Rally, started with a newly fitted-out boat. "Still, there were lots of details to do like dog netting, where to store jerry cans, getting the safety equipment checklist complete, getting all the spare parts needed, etc. This took us 2 to 3 weeks."





A well set up boat should be ready to sail south in a matter of weeks, however, for most cruisers it will be a 12 month plan, according to Jeremy Wyatt, communications director for Cowes, UK-based World Cruising Club (WCC), which runs several rallies, including the Atlantic Rally for Cruisers (ARC) and ARC Caribbean 1500 each fall. "This includes taking a season to sail, sort out and set the boat up. Remember you have to do this in evenings and weekends and fit it around other obligations on your time such as family, friends and work. You will never have enough time, so prioritize otherwise you will never leave!"

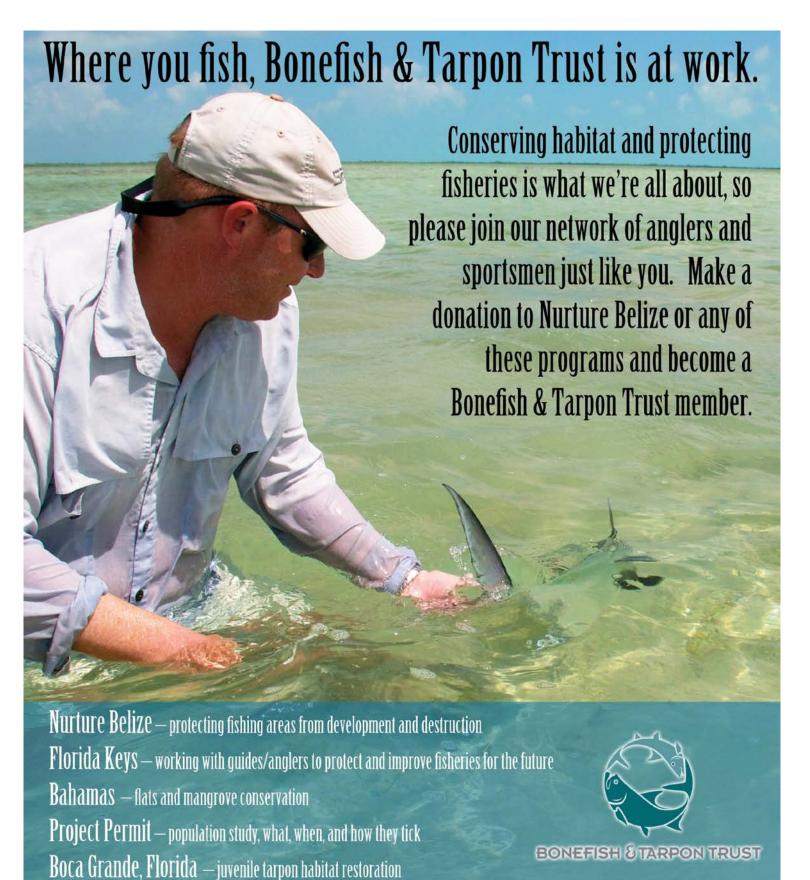
Most typically, says the SDSA's George, "getting a boat from a coastal cruising boat to an offshore passage making, long term remote location cruising boat involves choices about and installing amenities like water-maker, heavier sails, added sail inventory, generator, solar/wind

generator, added battery charger(s), Inverter, larger engine alternator, increased fuel capacity, larger and redundant bilge pumps, heavy duty autopilot, self-steering, increased storage capacity, rigging inspection and replacement, and more."

THE CREW

So much of crew selection comes down to personality, says the WCC's Wyatt. "You can teach someone to sail, but you can't teach them to be a nice person. So definitely sail with people in advance of going offshore with them."

Friends who sail are a great starting point because you know them well and know their level of sailing competence, recommends Charles Cunningham, who with wife Gretchen have sailed their Hylas 54, Agua Dulce, in six ARC Caribbean 1500 rallies and who will return to the Ca-



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ribbean this fall on the ARC. "In terms of numbers, keep in mind the importance of rest and sleep. In our judgment, four is an ideal number of crew to allow plenty of rest between watches. We know lots of other sailors, however, who have had great rally experiences with fewer or more crew members."

Beyond friends, all rallies maintain lists of people of various levels of sailing expertise who want to crew. For example, participants on the North American Rally to the Caribbean (NARC), run by Hank Schmitt, founder of NY-based crew service, Offshore Passage Opportunities, can use OPO's Crew Network services.

"It is a free service to boat owners to get crew that will sail for free and pay their own way to and from the boat. If you want to crew it only costs \$199 to join and \$150 in annual dues to go sailing as many times as you have time for as long as you are a pleasant person and a safe knowledgeable sailor," says Schmitt.

PROVISIONING

New offshore sailors always worry about provisioning, says the WCC's Wyatt. "As a basic rule, plan your menus based on the



number of days of the passage, allowing for extra snacks. The break the menu down into portions and ingredients or ready-cooked meals and you have your provisioning list. Don't over provision! You will be able to buy food in the Caribbean so don't feel obliged to stock up for months. For most boats, a 15-day provision plan is plenty. Add in some reserves of canned goods then you are fine."

Agua Dulce's Cunningham spends time before the rally preparing and freezing dinners for four people (or whatever num-



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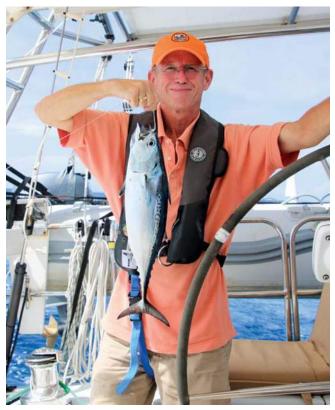


ber of crew) for at least half the time anticipated at sea. "Then, if the weather is uncomfortable, you can just stick the frozen dinner in the oven for an hour, and dinner is ready to go. Don't make it spicy, since rough weather means crew might not be feeling up to par. And, it is vital that crew eat and drink, even if they are seasick."

Snacks are important, especially a snack cabinet that everyone can get to whenever they want, says Aria's Stork. "Everybody gets their own water bottle with their name on it. Staying hydrated is very important."

Finally, there's the time factor of the rally itself to consider.

"Don't show up the day before departure and don't book a return flight for the day after you think you will arrive. Assuming your boat is ready to go, still plan to be at the rally departure marina about 4 to 5 days prior. Assume you will be underway for 14 days for the rally to the Caribbean (yes, you probably will do it more quickly, but who knows what will happen) and allow a few days at the other end if you have to fly back home. Add it all up and you are probably looking at about 3 to 4 weeks," says Blue Peter's Bosman.



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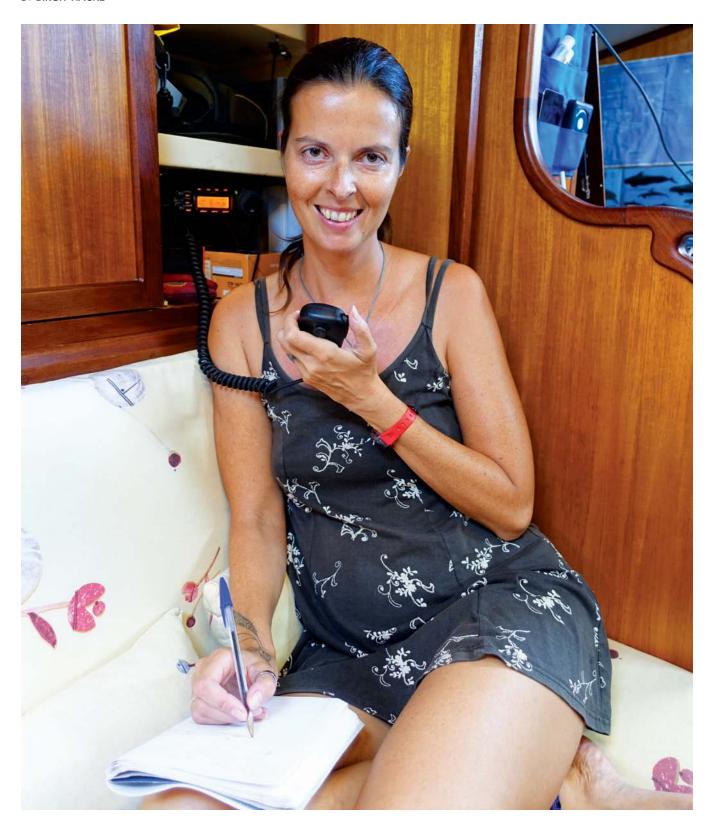
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SSB RADIOS

BY BIRGIT HACKL



ommunication technology has developed at an unprecedented speed over the past few years. As cruisers who spend most of the year cruising in areas without internet connection, we have no chance to keep up with twitter, instagram, whatsapp and co. What we use instead to keep connected is a gadget that seems in comparison like technology from the age of dinosaurs: the good old SSB radio.

Many cruisers nowadays use satellite phones to get their weather forecasts and to write and receive emails. Such services are quite pricey, so we would rather use our SSB radio in combination with a pactor modem for our daily communication needs. SSB facilitates worldwide email service either via Winlink (network of HAM stations, license required) or the SailMail network (marine radio frequencies, 275 USD per account/year, no HAM license necessary). These services provide cruisers on passage or in remote anchorages with a link to the outer world. You call a station via pactor modem, the station is connected to the Internet and sends on your emails (text only). Saildocs provides a great service: Via email you request weather forecasts or any website (text only). We receive weather forecasts as text bulletins and grib files, but it's even possible to access ordinary email accounts (e.g. Yahoo or Google), read RSS news feeds and post blog entries including position reports during passages.

SSB radio nets used to be popular with sailors in former decades and most cruising areas had their local networks, but they have become rare. We run a SSB net for cruisers in the South Pacific and our impression is that this net still performs a valuable function. Many crews check in with position reports while under way. The knowledge that a net controller has noted their current position gives crews a certain sense of safety, but for this alone an AIS transceiver or any other position reporting service would suffice as well. What these services can't do is give first hand info about destinations. Quite often another net participant has already arrived and can report on the availability of moorings, give recommendations about anchorages or check-in procedures. Other cruisers might be able to share insights and experiences from previous visits. Many of our volunteer net controllers have spent several years in this area and are valuable sources of information for local attractions, services and events.

Most of our check-ins are from crew in and around French Polynesia, so we were quite surprised when we heard a faint woman's voice informing us that she was underway from New Zealand to Canada. As she drew nearer we learned more and more about this single-handing woman who was braving 4 m waves off the Austral Islands, while everybody else within earshot was sitting



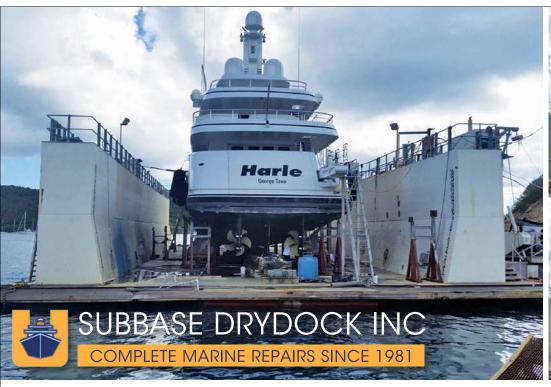


out the unusually rough weather in safe bays and harbors. We were already amazed when we heard that Jeanne Socrates (*SV Nereida*) was on the last leg of a non-stop solo circumnavigation, but our admiration grew even more, when she casually let slip that she would be the oldest person to have achieved such a feat after her arrival in British Columbia. No matter if she was out in 30 knots and confused high seas, or rolling around becalmed while trying to mend her mainsail, Jeanne always sounded on top of things, reporting with a tone of cheerful understatement. Jeanne had checked in on various SSB nets around the globe and made it quite clear how important these daily chats were to keep up her spirits as a single-hander.

The PolyMagNet always starts with a call for medical, emergency or other priority traffic—a question that is usually answered by reassuring silence. Last August this silence was

Many cruisers nowadays use satellite phones to get their weather forecasts and to write and receive emails. Such services are quite pricey, so we would rather use our SSB radio in combination with a pactor modem for our daily communication needs.

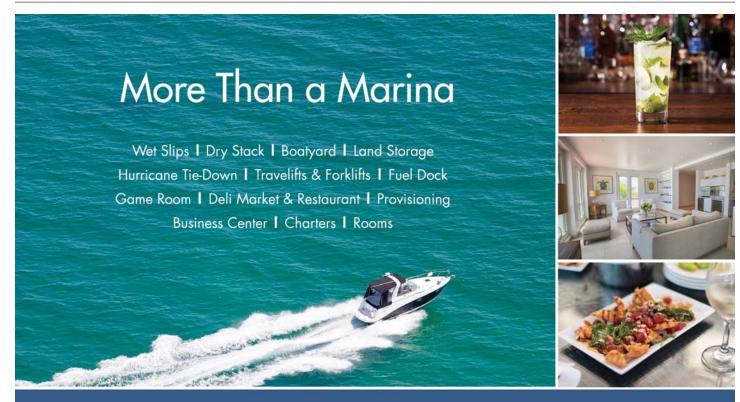
broken by a vessel underway between the Cook Islands and Niue. They were taking on water, three bilge pumps were keeping the water level under control, but they could not find the leak—a desperate situation for a sailboat out on the Pacific with another 300 nm to go to the next island. While







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they were sailing on trying to reach port, we alerted the coast-guard about their situation and informed the Yacht Club in Niue to prepare for their arrival. Once arrived they fixed their leak and could not thank the net controllers enough for their relays, but also for holding up their morale—just being able to talk to someone had helped tremendously.

Three weeks later a PolyMagNet crew limped into Tahiti without use of their engine and were greeted by a fleet of dinghies to help them into the pass and on to a safe anchorage.

Even if you're not single-handing or having an emergency it's just nice to keep in touch with other cruisers and hear their reports from far-away places. It's always fun to finally meet crews you only knew from the radio in an anchorage and to put faces to voices. Let's hope that cruisers keep on checking into SSB networks and keep this old-fashioned, but friendly institution alive!

Infobox PolyMagNet: The PolyMagNet is a volunteer-run SSB net in the area of French Polynesia and beyond that operates twice daily on 8173 kHz at 18:00 and 04:00 UTC. We provide position reporting for vessels underway and a platform to keep cruisers informed and connected.





CARIBBEAN FALL CRUISING RALLIES - DESTINATION GUIDE

BY CAROL M. BAREUTHER



((fter leaving the busyness of the US and its often-crowded harbors, it is very special to spend a week on the open water and not see anything or anyone but the occasional passing tanker or playful dolphins racing across your bow. Then, the water starts to change colors – yes, Caribbean blue is real – the trade winds become warm and steady, and you see land for the first time in a week. You hear the sounds of a steel drum band as you pull into your marina and hand off your lines to your sailing friends who have arrived ahead of you who welcome you with a smile and a rum punch. You meet up with new and old friends during sunset happy hours to plan your sailing season in the Caribbean. It doesn't get much better than that!"

— Gretchen and Charles Cunningham, Agua Dulce, Hylas 54



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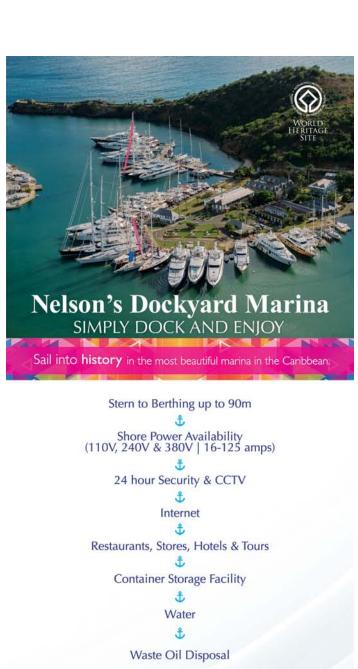


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The Cunningham's of Park City, UT, veterans of six ARC Caribbean 1500 rallies and participants this year in the ARC (Atlantic Rally for Cruisers) to St. Lucia, certainly make the point that half the fun of any journey is in the getting there and the other half is in the arrival. This fall, Harbour Island in the Bahamas and five Caribbean Islands are the destinations for a number of cruising rallies departing from both the U.S. and Europe.

THE BAHAMAS. In past years, the Salty Dawg Sailing Association's (SDSA) Fall Rally to the Caribbean, which departs from Hampton, VA, on November 2, offered Marsh Harbor, in the Abaco Islands as one of two endpoints. This year, due to Hurricane Dorian devastation, the Dawgs will be headed to Harbour Island, just east of Eleuthera.

"We offer a Bahamas destination for those working up to longer offshore passages or who need to have their boats closer to the U.S. over the winter for personal or business reasons," says Hank George, SDSA president.

The fleet is expected to arrive first in Spanish Wells, a small town on St. George's Cay, less than one-third mile off Eleuthera Island's northern tip. Peggy Huang and David Crafa, long-time SDSA ralliers aboard their Hylas 54, Vanishing Point, and this year's port captains for the Bahamas, have arranged for local pilots to guide boats safely through the shallow jagged reef called 'Devil's Backbone' to Harbour Island. The host marina, and centerpiece for SDSA activities including the ar-



rival dinner November 12, will be Valentines Residences, Resort & Marina or the Romora Bay Resort Marina.

"There are plenty of resources for arriving sailors to utilize in Harbor Island, from easily accessible grocery stores to chandlers, great restaurants and bars. The town itself is a wonderful destination to stroll through and browse the local shops. It's not a touristy place. Plus, its accessible via dinghy," says Crafa.

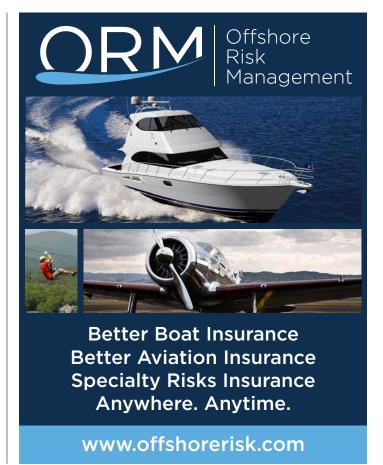




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THE BRITISH VIRGIN ISLANDS. The ARC Caribbean 1500, which new this year starts from Gloucester Point, VA (York River Yacht Haven), on November 3 and is organized by the Cowes, UK-based World Cruising Club (WCC), has long made landfall in the BVI.

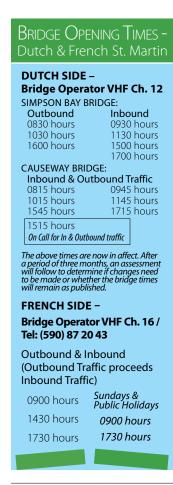
"The BVIs provide some of the world's best cruising, offer exciting dining and leisure opportunities, and there's top-level marine facilities," says Jeremy Wyatt, the WCC's communications director. "Nanny Cay Marina on Tortola, the hub for our social events including the annual 1500 beach volleyball contest, is an ideal base for keeping a boat through the Caribbean winter season. One of the options that is becoming popular is Nanny Cay's 'Dry Sail' program."

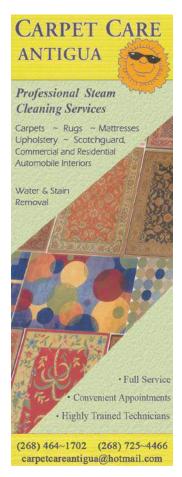
This program enables yacht owners to pay for one haul out and the storage upfront then get up to 5 free hauls and launches.

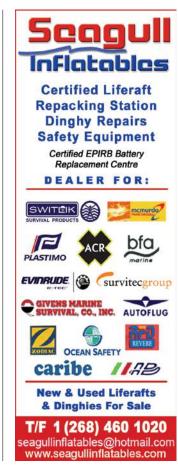
Ralliers will find a new service when cruising the BVI. BoatyBall (boatyball.com) enables boaters to reserve a mooring ball in advance via a small phone app. It's ideal for especially popular anchorages.



ST. MAARTEN. The availability of yacht repair services, easy airlift to the U.S. and inexpensive dining and drinking options are why Hank Schmitt, founder of the North American Rally to the Caribbean (NARC) and chief executive officer of Huntington, NY-based Offshore Passage Opportunities, chose St. Maarten as the end destination. Specifically, the NARC will depart October 26 from Newport, RI and Little Creek, VA to IGY's Yacht Club at Isle de Sol in Simpson Bay, via a stop-over in Bermuda.











"The NARC boat's arrival marks the start of the Caribbean boating season," says Schmitt, who adds the rally celebrates its 20th anniversary this year. "IGY hosts a party and other sponsors such as Budget Marine, FKG Marine Rigging, Bobby's Megayard and the St. Maarten Yacht Club and Heineken Regatta are all part of the big welcome to the NARC fleet. "

ANTIGUA. Antigua is a great sailing destination with lots of services, and positions boats well to continue down the Leeward and Windward chains without having to find a window to slog to windward as one often had to from the BVI, according to SDSA's



George. "The island has been a great location for the last two years and continues to be a destination for our Fall Rally."

To be in English Harbour's Nelson's Dockyard, says Robert Osborn, who with wife Brenda, have cruised extensively with the SDSA aboard their Aerodyne 47, Pandora, "or anywhere in that general area is very special given the history."

Rally organizers host a week to 10 days of special events after the fleet arrives. These include multiple happy hour gatherings with different themes and locations, an Antigua Yacht Club SDSA fleet welcome, sushi courses for adults and kids, the Royal Tot Club celebration, Safe Arrival Dinner, rhum-reggae-art gathering, beach party, yoga, Thanksgiving Dinner and more. Antigua sponsors offer Salty Dawg discounts and specials.

ST. LUCIA. This year marks the 30th year that the WCC's Atlantic Rally for Cruisers (ARC), which departs Las Palmas de Gran Canaria on November 24, will arrive in St. Lucia. This year, as in the past, IGY's Rodney Bay Marina (RBM) in Gros Islet, is the rally destination.

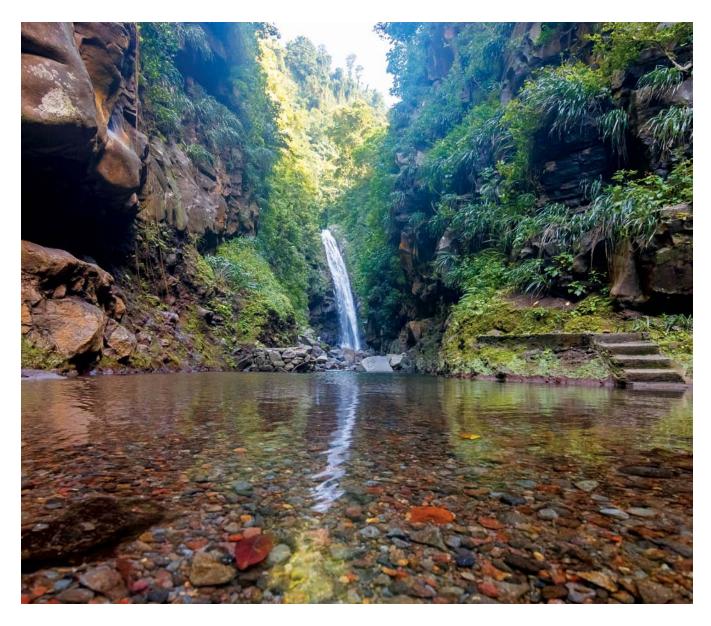
"The fun-packed program of activities includes nightly sundowners, live music at the marina boardwalk, a costume party, the An-











se-la-Raye seafood night, cocktail nights hosted by the St. Lucia Tourism Authority and the much-anticipated Rodney Bay Marina Manager's Cocktail Party which sees the marina transformed into a Christmas wonderland on that evening," says Shane Macauldy, RBM's marketing, sales and events manager. "ARC participants can also look forward to lectures on Caribbean cruising from the renowned mariner and author, Chris Doyle."

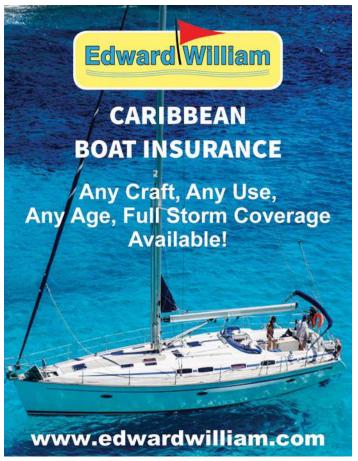
New at RBM is an internet upgrade within the marina for patrons and two new restaurants: La Mesa, featuring South American cuisine, and the seafood themed Sea Salt Café.

ST. VINCENT. The ARC + St. Vincent, departs from Gran Canaria on November 10, bound for the Blue Lagoon Marina. It's a location WCC organizers first pioneered in 2018, with ralliers reviewing the island as an 'authentic Caribbean' expe-

rience. The Marina has an onsite hotel and, says the WCC's Wyatt, "an exceptionally friendly staff who delight in welcoming ARC+ arrivals to their island."

"There will be a welcome party at the marina for participants to unwind and mingle with each other and local stakeholders. We also organize several complementary familiarization trips to the capital, Kingstown, and nearby sites like the Botanical Gardensoldest in the Western Hemisphere, says Natasha Anderson, marketing officer for the St. Vincent and The Grenadines Tourism Authority. Beyond that, "our destination is home to a host of natural escapades like trekking through the rainforest at the Vermont nature trail, hiking up over 4000 feet to the active La Soufriere volcano, diving one of our many sites to explore the habitat of our unique critters or sailing through our archipelago and picnicking on one of the deserted Tobago cays."









ailing in company likely dates to the age of the ancient mariner. More recently, the World Cruising Club (WCC) in Cowes, UK, founded by global navigator Jimmy Cornell, started its transatlantic Atlantic Rally for Cruisers (ARC) to the Caribbean in 1986. Four years later, Steve Black, began the Caribbean 1500, which departed from the U.S. en route to the Caribbean. The WCC now runs this event and it's called the ARC Caribbean 1500. In the U.S. Hank Schmitt, founder of NY-based crew service, Offshore Passage Opportunities, started his North American Rally to the Caribbean (NARC) in 1999. The latest is the Salty Dawg Fall Rally, organized by the Salty Dawg Sailing Association (SDSA) and first sailed in 2011. The WCC and

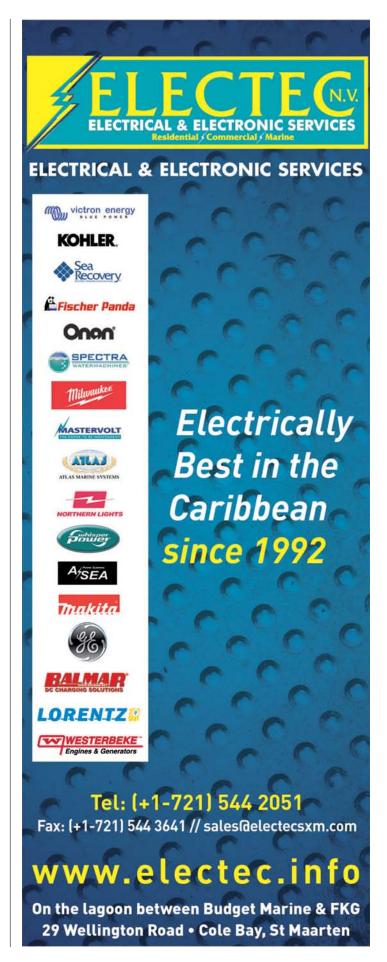
SDSA now run a number of other events, including spring rallies from the Caribbean to northern climes, as well as circumnavigations as in the case of the WCC's World ARC.

The popularity of rallies has certainly grown and so has participant demographics. For example, there's everything from couples with young children to retirees, crews of professionals to family and friends, yachts from just over 30- to over 100-feet, monohulls to more recently multihulls, and in the case of this year's ARC, over 30 countries represented.

So, why join a rally to sail to the Caribbean?









For many, it's this: "Heading down South to the Caribbean in the fall, there is a small window after hurricane season for this passage and the weather is often volatile. A rally, especially for the first time, is highly recommended," says Ruud Bosman, who with wife Laurie have sailed their Hylas 54, Blue Pearl, to the Caribbean six times, twice with the Salty Dawgs, twice with the ARC Caribbean 1500 and twice solo.

ADVANTAGES

SAFETY. "All the rallies we are familiar with are very good at providing 'Safety at Sea' information and advice, including training sessions, safety demonstrations, passage and weather routing; a definite advantage and very necessary. The ARC Rallies, for example, have specific rules for safety equipment and practices and provide safety inspections which we have found to be very helpful," says Blue Pearl's Bosman.

Underway, twice daily check-ins and chats over the SSB with other rally participants is beneficial, according to Charles Cunningham, who with wife Gretchen have sailed their Hylas 54, Agua Dulce, in six ARC Caribbean 1500 rallies and who will return to the Caribbean this fall on the ARC. "During these chats, you are able to locate the position of other boats, get localized weather reports and ask advice from fellow sailors regarding any boat issues which have arisen, plus see who is catching fish and what lures they are using."

A-Z INFORMATION. After joining the rally, ARC skippers are provided with a comprehensive Rally Handbook providing detailed information for planning their voyage, covering a multitude of items from equipment advice to planning provisioning, according to Jeremy Wyatt, the WCC's communications director.

"We looked forward to attending the numerous seminars about various subjects regarding boating and the crossing including safety, how to set a watch schedule, provisioning, cooking and medical issues," says Agua Dulce's Cunningham.

Also, Brian Stork, who with wife Shelly, sailed their Hylas 49, Aria, to the Caribbean with the SDSA's Fall Rally, says, "many skippers were there who had sailed this passage before and were happy to give advice and answer questions."

Old Salts love to mentor, says Tom Saxe, the SDSA's director of rally management, who makes the point that rallies are not only for first-time Caribbean passage makers. "A rally is the perfect venue for sharing 'there I was' stories."

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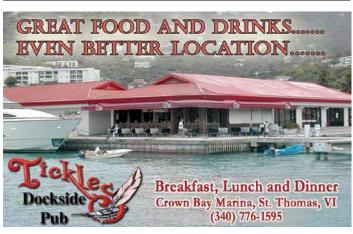
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TRAVEL PLANNING. To me, says Lynn Hoenke, who with husband Mark, have sailed their Camper Nicholson 58, *Roxy*, in the SDSA Fall Rally, "the big plus to any rally is the pre-planning is done for you. The destinations are well thought out and researched and activities planned."

For example, says *Agua Dulce's* Cunningham, "arrangements and often discounts with marinas at the beginning and end of the rally and clearance assistance at both ends are provided by organizers."

SOCIAL LIFE. The 150 new best friends were a social aspect of rallying the *Roxy*'s Hoenke's enjoyed. "We are very social people and having gatherings before and long after the rally is great for us. However, we saw that if you aren't a party person you are never obligated to attend anything."

What Agua Dulce's Cunningham's didn't realize, but what turned out to be the best part of all, according to Charles, "was that we made lifelong sailing friends that we continued to see on our travels throughout the Caribbean, the U.S. and even in the Mediterranean."

Hoenke agrees and adds, "Fly your rally burgee and someone will stop by and say hello."

DISADVANTAGES

COST. Some tend to shy away from rallies due to the expense. Some rallies, like the ARC, have a fee to enter. Others like the NARC and Salty Dawg are free to enter, but there are fees, for example, for group meals and association membership.

However, "The Salty Dawg Rally is very inexpensive and with all the special pricing and nearly free events, it more than pays back on the few hundred to do the rally itself," says Robert Osborn, Jr., who with his wife Branda have rallied extensively from U.S. East Coast and Eastern Caribbean aboard their 47-foot Aerodyne, *Pandora*.

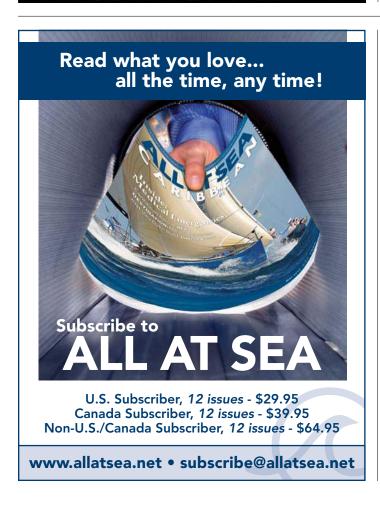
On the other hand, "Some people think the coast of a rally is a disadvantage, but we feel like the benefits received far outweigh the cost," says *Agua Dulce's* Cunningham, of the ARC and ARC Caribbean 1500 rallies.

NEED TO STAY WITH THE GROUP. All rallies agree, skippers can leave when they wish and we do not force anyone to depart on a given day, says the NARC's Schmitt. "Even though we hire a very reputable weather service, the same as the WCC uses for their events, many skippers also subscribe or use other services and sometimes they conflict or encourage debate."

Yet, says Blue Pearl's Bosman, whether it be pre- or post-rally events or when and where to rally, "if charting your own course and setting your own schedule is important to you, don't join a rally."











irst let me tell you that running a charter boat is tons of hard work and you will not get rich doing it. On the other hand, if you are a people person and do not mind working every minute of a charter then there are lots of rewards.

For example, you may work several times for six weeks without a break during the season, but you then get three months off in the off season to go travel. Chartering also provides you with a chance to quit your office job and get outside doing something you love.

WHAT TYPE OF CHARTERS?

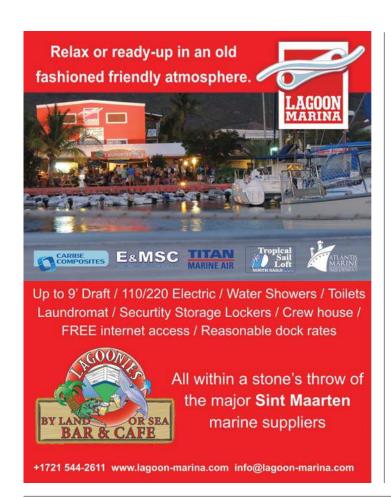
The first thing you need to do before anything else is to figure out what type of charters you want to run and where you want to run them. There are different types of charters? You bet!!! You have:

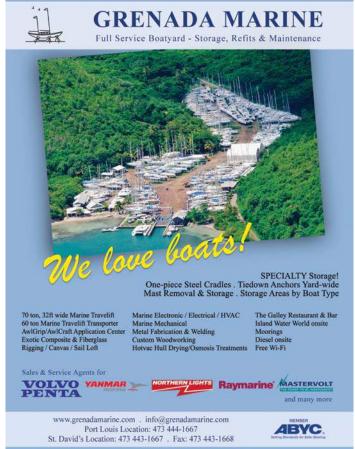
- **Day charters** as the name implies these charters only go out for one day
- Term charters guest stay on the boat from one night to two weeks or more

- Sailing charters any charter on a sailboat would fall in the category
- Fishing charters a charter where the focus is on fishing
- **Diving charters** charters where SCUBA diving is done
- Instructional charters first to mind are sailing schools, but any charter that is primarily teaching
- All inclusive typically a two-person (or more) crew where all meals are prepared by crew
- Captain only the only thing the price includes is the boat and a captain

The above categories represent the majority of charters out there, but do not let that stop your imagination. Remember that you can have multiple categories from above in a single charter. For example, you can run term sailing charters, which is what I do, or you can have day charters on a sailboat. Fishing charters tend to be day charters, but they do not have to be. The point is to simply figure out what type of charter you think you want to run, because it will affect decisions later on.

Of course, you can always change your focus once you get into chartering, as I did. I thought I was going to run a sailing school







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with some term charters. Turns out I run a captain only, sailing, term charter with some sailing school on a 41-foot catamaran. On top of the captain only price I have chosen to include a few services found on the all-inclusive charters like picking up provisions before guests arrive, baking homemade bread, and cooking three dinners, but I will talk more about this later in this series.

GET YOUR LICENSE

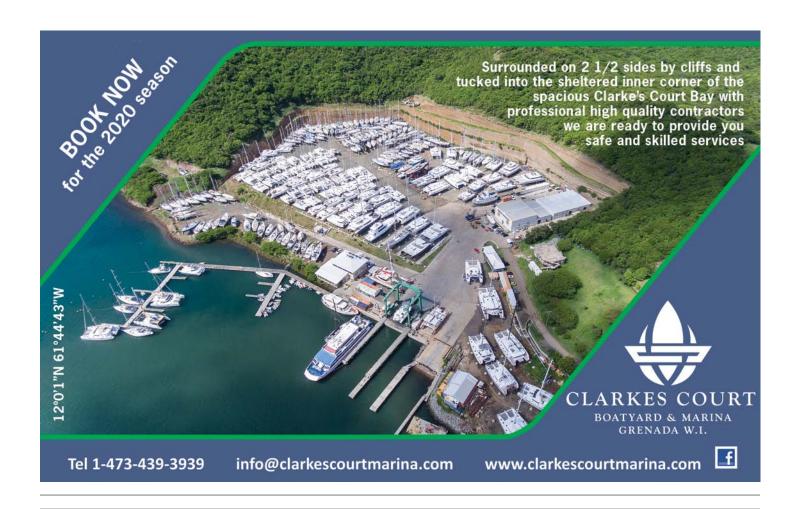
No matter what you do, if you are going to make money on a boat, you have to have a Merchant Mariners Credential (MMC). Now what type of MMC depends on the size of the boat, number of guests, and location of the charter.

The size of the boat relates to the tonnage determined by the USCG, not the actual weight and length. The USCG Captain's Licenses are broken down as OUPV, 25 ton, 50 ton, 100 ton, 200 ton, etc. The license you receive will be issued based on the tonnage of the vessels you have experience on. The license will also be for inland waters, great lakes, or near coastal waters again depending on where you obtained your experience operating boats.

When it comes to the number of guests, six is the magic number. Will you take no more than six guests? If so, then you may only need an Operator of Uninspected Passenger Vessel (OUPV), which is more commonly called a 6-pack. Otherwise, you will need to upgrade to a Masters license. One caveat to this is that the OUPV is a USA only license and if you plan on going to another country with your charter you will have to have a Masters license regardless if you have 6 or less passengers. Having a Master's license will also allow you to operate inspected vessels which have Certificates of Inspection (COI) issued by the USCG.

This leads us to the last consideration of your license, where will you run charters? This comes into play because the USCG offers Inland, Great Lakes, and Near Coastal license, If you will simply be doing sailing or fishing trips within US bays and rivers then the Inland is fine, but if you plan on crossing the demarcation line at the mouths of rivers and bays then you need a Near Coastal license. The USCG has made up the Inland license because we have so many navigable rivers and bays, but it is not recognized in foreign countries. So, if you want to run foreign charters, from say Florida to the Bahamas or the US Virgin Islands to the British Virgin Islands, you must have your Masters Near Coastal License. In addition, when traveling outside the U.S. you have to have your Standards of Training, Certification, and Watchkeeping (STCW) endorsement. This is an international convention to ensure all mariners sailing internationally, meet the minimum standard of training regardless of their country of citizenship. Besides STCW Basic Training, there are many specialized certificates needed for different types of vessels and roles on a vessel, so check the requirements to determine what all you need.

Robert Alport of the St Thomas based Captain School USVI is quite helpful when he states "there is a lot of information on the







USCG website (www.uscg.mil/nmc). You may also find a lot of information by contacting one of the many schools licensed by the USCG. By consulting with one of the schools in the area you plan on working in, you may get a lot of insight as to what is truly needed in a given area to be compliant with not just USCG or international rules, but also local municipal or state/territory laws".

FIND THE RIGHT BOAT

In order to run your new charter business, you will have to have an appropriate boat based on the type of charters you want to run. I know it seems like a no brainer and you would not use a sailing catamaran to run a fishing charter or a dive boat to teach sailing from, but there are other considerations. For example, will you take more than six guests? What about 12? These size boats require the boat to be inspected and have a few modifications not on a smaller boat. Also, will guests spend the night on the boat? If that is the case, then you will need to consider how many cabins the boat will have and where you or your crew will stay.

I cannot speak for fishing and dive charters, but if you are running a term charter consider getting a catamaran. This is not to say you can not run a successful business with a monohull, because I know many people that have, but charterers tend to appreciate the space and accommodations of a catamaran when on the boat for a week and catamarans get booked more often. Air conditioning also helps with bookings, even if it hardly ever actually gets used, and non A/C boats will have to give a pricing discount to compete. Over the last seven years I have also seen an increase in the size of the boats chartered and now over 50 foot is quite common. In fact, some of them are now around 60 feet long. Again this is not to say a smaller boat will not get charters, because the majority of the market is in the 40-50 foot range.

If the vessel you intend to use was built outside the United States, then you must have a Jones Act exemption to run charters anywhere in US territorial waters except the US Virgin Islands. This waiver is fairly simple to get and will cost \$500. You can find the form at www.marad.dot.gov. On the website use the ships & shipping drop down menu, click on domestic shipping, and find the application under small-vessel-waiverprogram. Another way around the Jones Act is to register your boat in another country, but I must warn you this has a whole different set of problems. All I can say is to do your research and do what is best for you, your boat, and your business. I personally chose to register in the US and get the waiver.

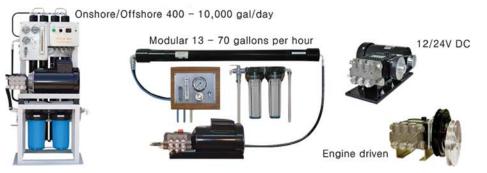
CLEARING HOUSE & BROKERS

Now that you know what type of charters you wish to specialize in, you are properly licensed, and you have your preferred boat for chartering it is time to get some charters booked. The first thing you need to do is to join a clearing house, which is essentially your representative to all of the charter brokers. A clearing house will get your boat listed on Central Yacht Agent (CYA), which is an internet based, centralized listing of all charter boats in the world. Brokers use this database to select the boats AND crews that are available for the desired dates and are the best matches for their client's needs. The clearing houses also holds all charter fees in escrow until the charter is started to protect you and the guest. All clearing

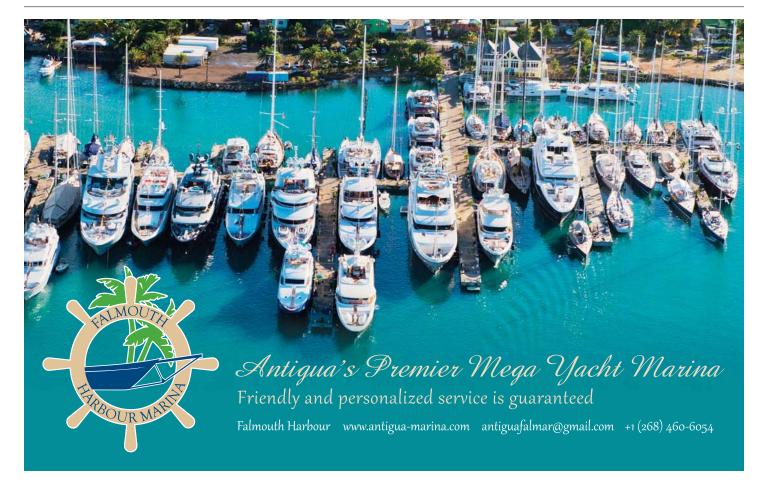
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houses will get you listed in the CYA database and escrow your money, but the good ones will offer you advice and recommendations from the beginning on how to present your boat in the best possible light to the brokers and help you with with pricing and marketing strategies to get your business off the ground and positioned properly within the charter community.

Once you are represented by your preferred clearing house, it is time to showcase your boat to the brokers. The best way to do this is through one of the charter broker boat shows held at the beginning of the charter season (November in the Virgin Islands, December in Antigua). These are different than the boat shows where you are looking at boats, supplies, parts, etc. These shows are set up for as many as 60-80 brokers from the US and around the world that attend to tour the various boats to take note of condition and amenities and to meet and interview the crews. I cannot stress how important it is to have a good presentation of your charter boat and business to the brokers from the beginning. This will help you stand out from the other charter yachts and help you get a personalized relationship with many of the brokers.

As stated by Micheale Zazo of Island Life Charters, "it is critical to make sure the yacht and crew put their best effort forward at the annual boat shows, as this may be the only opportunity they have to personally make an impact on the brokers and make their charter yacht stand out above the competition".

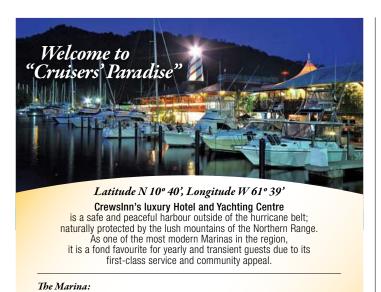
Another important aspect to consider with the brokers is how

much emphasis is put on the culinary aspect of a charter, especially if you are running an all-inclusive term charter business. If you are not a culinary trained professional, no need to worry. Many of the chefs on the charter boats are in the same boat (pun intended). The best recommendation I can give is to work on the presentation and cook simple yet elegant meals. Having a sample menu to show the brokers and share with prospective charter guests will help promote your style of cooking and any specialties you plan to prepare. It would also be a great idea to take a cooking class or two to hone in on your skills.

YACHT MANAGEMENT & CREWS

So far I have been assuming someone would want to be the owner and operator of a charter boat, but that is not always the case. Maybe you want to own a boat you can use several weeks a year and makes money the rest of the time or you are a few years from cruising but have the boat already or you simple know you do not have the right character to run charters yourself. There are multiple reasons that you may not want to or be able to run the charter business yourself.

With that in mind let's discuss having your charter boat managed by a yacht management company. There are many companies out there who will manage your charter boat with varying degrees of service. Some companies will put your boat in their fleet and take care of everything from advertising, bookings, crew, charter turn around, maintenance, and storage while others will only help with charter turn around. It is important to find the right company that will take care of your



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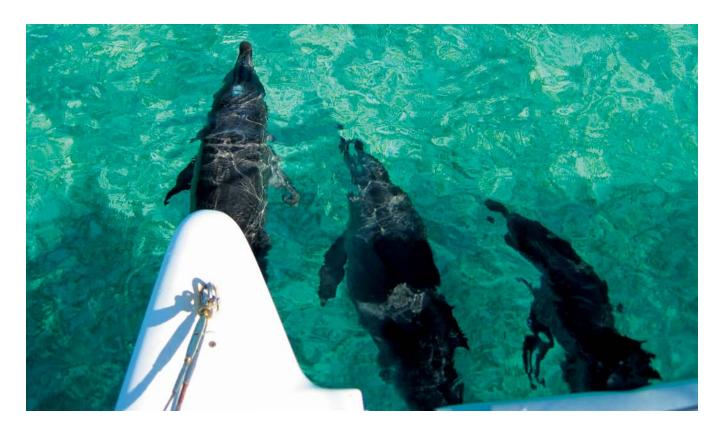
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boat and business as you would yourself because they are the eyes and ears for your business.

Hiring crew can be difficult. You need to find people you are comfortable being on your boat and will take care of it. They also need to represent your charter business to brokers and guest in the best light possible. You also want crew that will stick around, since the average crews only last in the industry for three years or so and you are trying to build a brand with your charters. Another thing to consider is that charters coming from brokers specify who the crew will be. If you switch crew after the contract is signed you may lose the charter and still have to pay the brokerage fee. With all that said Michael "Hank" Hampton of Paradise Yacht Management, based in St Thomas, approaches hiring crew by "having some preselected questions we ask crew. We compare their answers with how the most successful crews in the industry answered the questions, so we can make sure we make the best decision in the hiring process that surrounds us with great crews that are hospitality minded and will create a great environment to work with very low turnover."

CONCLUSION

Now that you have a charter business up and running don't forget to grow those relationships you have established with your clearing house and brokers. I know many people feel they can not turn any charters away, but as you get estab-

lished you will become more selective. For example, my first year I took an overnight charter and now I have a five-night minimum because it takes just as much effort to get ready for one night as five nights.

My biggest advice is to just be yourself. If you try and be something you are not the guest will see that. Also, by being yourself and letting your charters take on your personality, you will attract like minded people and enjoy your charters more. Every personality traits and hobby (religious, pet aboard, heavy drinker, kite surfer, etc.) you have will attract people to join you for charters, but it will also drive others away. In the end you will find your own niche.

I, for example, am not a big drinker, like to cook, and am very active. This has led me to offer captain only charters, because I personally would not want to pay for all inclusive. Instead I prefer to pay for just what I use. At the same time, I enjoy cooking, so I offer to cook three dinners and bake homemade bread during a charter. Now I am known as the "bread" captain. I also love to snorkel, hike, climb rocks, and other fun activities which has brought me more active charters, so we are always on the go.

My point is to let your personality shine in your charter business and do not give up. You will find a niche and hard work will help you be a success!



SANTA TERESA 1796

RUM BY CLINT AND TERRY BORAM

'e're not sure how we've missed Santa Teresa 1796 over the years. Santa in Spanish means saint and Teresa (properly spelled without the h) is Terry's given name. Now Terry, by her own admission, is no saint but a rum carrying the proper spelling of her given name is a rum worth trying.

Ron Santa Teresa, founded in 1796, is Venezuela's oldest registered rum distillery. Situated in the mountainous Aragua Valley, the Hacienda Santa Teresa cultivated wheat, indigo, coffee and sugar cane along with a small rum production. In 1881 the property was acquired by German Gustav Julius Vollmer and his Venezuelan wife Panchita Ribas. Vollmer installed a copper still brought from Cologne, Germany, to manufacture and sell rum on a larger scale. In 1909, Vollmer registered the distillery as Ron Santa Teresa, the first rum brand in the country. Today the company is operated by a fourth generation Vollmer, Alberto Vollmer.

Santa Teresa 1796 was released in 1996 to commemorate the 200th anniversary of the Hacienda. The base of this rum is molasses which after fermentation is distilled in two continuous column stills. The rum is then aged from four to 35 years in bourbon oak barrels then bottled using a true solar method. The four row system allows for younger rums to blend with the more mature rums. Ron Santa Teresa says this method "ensures every bottle of Santa Teresa 1796 has some of the very first 1796 cast running through it." The bottle is hand dipped in red wax and presented in a tall blue cylinder.

HE SAID

Molasses and wood undertones are front and center on the nose. My palette is getting ready for a mildly sweet rum. On the palette I get fruit, floral, with just a hint of molasses. The rum initially made me cough, not from an alcohol burn, but rather from a burst of spice that I wasn't expecting. The finish smooths out leaving a satisfying tobacco, coffee and oak mix. The palette notes remain much longer than the finish.

SHE SAID

Santa Teresa has a golden amber color with very subtle lacing on the glass. A gentle sniff brings soft sweetness with floral undertones, yet when I take a long inhale the alcohol tickles the nose hairs. The immediate taste on the palate is cherry which dissipates quickly with an aggressive alcohol burn on



the finish. The burn definitely goes away on subsequent sips. This rum has a good mouth feel that allows the rum to linger, giving me time to see what it has to offer. The finish is warming however, for me, the palate is really where this rum likes to linger with notes of cherry and tobacco.

OVERALL

We actually can't stop sipping this rum because it feels so good on the palate. At \$40/bottle, it lacks the complexity of other rums at this price point but it certainly satisfies the soul.

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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All At Sea's Caribbean Marinas Guide

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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	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	120	•	110/220 v; 50 hrz		•	•	•			•	•	68	FREE
D.R.	Casa de Campo Marina	809.523.8646/ 8647	16′	250′	350	•	110/220 v to 60 hrz	•	•	•	•	•	•	•	•	68	•
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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
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
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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
Panama	Bocas Marina www.bocasmarina.com	507-757-9800	20′	150′	83	•	110 -220v		•		•	•	•	•	•	68	FREE
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St. Croix	St. Croix Marine	340-773-0289	11′	150′	44	•	110/220	•	•	•	•	•	•	•	•	16/18	
St. Lucia	Rodney Bay Marina www.igy-rodneybay.com	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
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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. Thomas	American Yacht Harbor www.igy-americanyacht harbor.com	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
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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
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NY Harbor - Manhattan	North Cove Marina at Brookfield Place www.igy-northcove.com	917-677-7680	16′	175'	18	•	110V, 220V; 480V 3-phase					•	•	•	•	69	FREE

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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 45	•		•	•	•	•	•
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 4	•	•	•	•	•	•	•
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 4 5	•	•	•	•	•	•	•
Virgin Gorda, BVI	Virgin Gorda Yacht Harbour	18. 45222	-64. 43750	284-495- 5318	10	150	34	no limit	110/120	7am- 6pm	70 4	•		•	•	•	•	•
Curaçao	Curacao Marine	12' N	68' W	599 9 562- 8000	9′	120′	33′	193	110/220 380	8am- 5pm	60	•		•	•	•	•	•
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	Clarkes Court Boat- yard & Marina	12° 00.6′ N	061° 44.0′ W	473-439- 3939	11′	150′	37′	0	110/220; 50Hz	7:30am- 4:30pm	242	•	•	•	•		•	•
Grenada	Grenada Marine	12° 01:20	61° 40:42	00-1-473- 443-1667	12′	75′	31.5′	0	110/220	8-5, M-F; 8-12, Sat	70	•	•	•	•	•	•	•
Grenada	Spice Island Marine Services	12.041 N	61.45 W	473-444- 4257	12′	70′	25.4′	0	110/220	8-4 M-F	70 &	•	•	•	•	•	•	•
Panama	Bocas Yacht Services	09° 17.3′N	082° 23.06W	507- 6619-5601	10′	65′	20′	no limit	120/220	7:30- 3:30pm	60 45	•		•	•		•	
Panama	Shelter Bay Marina	09° 22′ 12″ N	79° 56′ 51″ W	507- 6813-5327	11′	100′	28′	no limit	60 HZ, 120/240V 50-Amp, 100 Amp Single Phase, 208V and 480V Tri Phase	24x7	100	•	•	•	•	•	•	•
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 45	•	•	•	•	•	•	•
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 4	•	•	•	•	•	•	•
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 4	•	•	•	•	•	•	•
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 <u>&</u>			•	•		•	•
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 4	•		•	•	•	•	•

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Marathon	FL	Marlin Bay Yacht Club www.marlinbay.com/marina	305-731-2207	7′	60′	28	•	30/50 Amp				•			•		16	FREE
St Petersburg	FL	Maximo Marina & Boatyard www.igy-maximomarina.com an ■IGY destination**	727-867-1102	8′	110′	300	•	30/50/100 single phase	•	•	•	•	•		•	•	6/16	FREE

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SOUTHEAST U.S. BOATYARDS

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

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Beaufort	NC	Jarrett Bay Boatworks	252-728-2690	10′	130′	30'	no limit	30/50/100 Amp	24x7	50/75/ 200 ton travelift	•	•	•	•	•	•	
Thunderbolt	GA	Thunderbolt Marine Inc.	912-352-4931	14′	180′	36′	no limit	30/50/100 single and 3 phase	24x7	150 ton travelift/ 1150 ton Syncrolift	•	•	•	•	•	•	•
Key Largo	FL	Catamaran Boatyard & Storage	305.852.2025	5′	80′	27'4"		220V, 100 Amp	M-F	80 tons		•		•	•	•	
Fort Lauderdale	FL	Bradford Marine Inc.	954-791-3800	11′	180′	35′	55′	208v/240v/ 480v	24/7	300 ton Syncrolift	•	•	•	•	•	•	•
Fort Lauderdale	FL	Cable Marine (1517 SE 16 St Location)	954-462-2822	6′	60'	16.5	25′	110/240	8-4:30	40 ton			•	•		•	
Fort Lauderdale	FL	Cable Marine (2491 W State Rd 84 Location)	954-587-4000	9'	120′	22	no limit	120/50/100 Amp	24/7	100 straddle crane			•	•		•	
St. Petersburg	FL	Progressive Marine Service/Boat Yard	727-822-2886	10′	100′	26′	no limit	50 Amp	8-4:30 M-F; Sa-Su by app't.	40/94 ton travelift		•	•	•	•	•	•
St. Petersburg	FL	Maximo Marina & Boatyard www.igy-maximomarina.com/ boatyard an IGY destination	727-867-1102	8′	62'	18′	no limit	Outboard, I/O, Inboard	8am M-F	50 ton travelift		•	•	•	•	•	•
Gulf Shores	AL	Saunders Yachtworks	251-981-3700	10′	130′	28′	74′	30/50/100 Amp 3 phase	24x7	165 ton travelift		•	•	•	•	•	
Mobile	AL	Dog River Marina	251-471-5449	8′	85′	22.5′	75′	30/50/100 Amp 3 phase	24x7	70 ton travelift		•	•	•	•	•	
Orange Beach	AL	Saunders Yachtworks	251-981-3700	6′	85′	21.5′	no limit	30/50 Amp	7-5 M-F/ Sa-Su by app't.	60 ton travelift		•	•	•	•	•	

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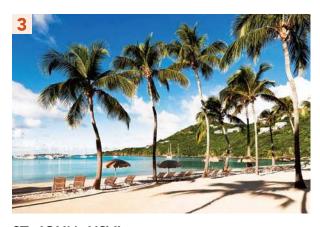
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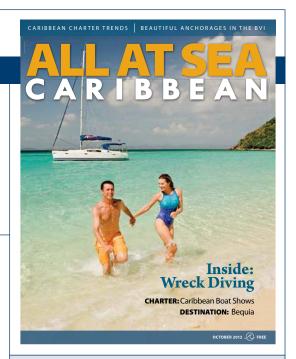
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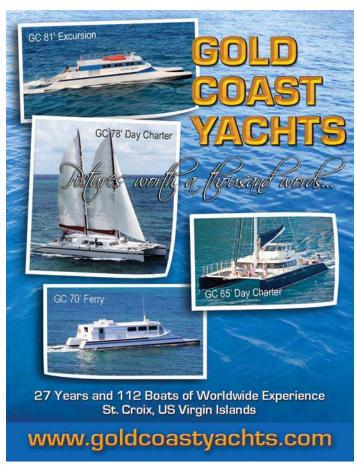
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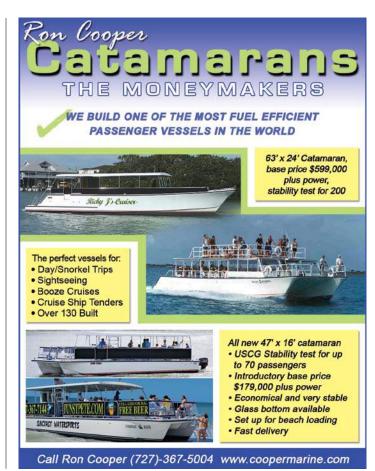


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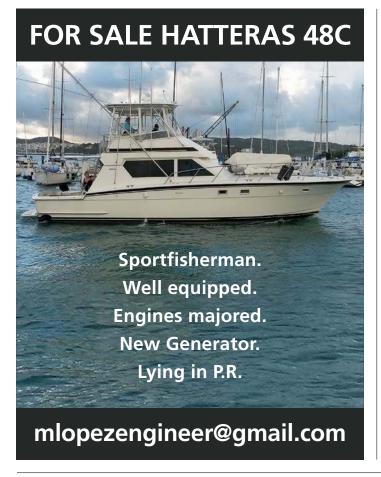


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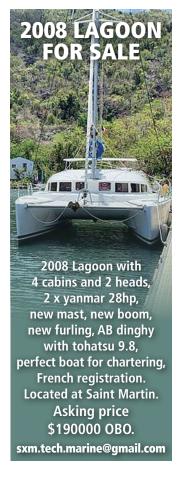
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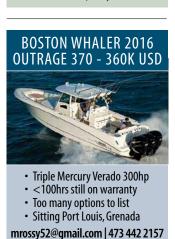
















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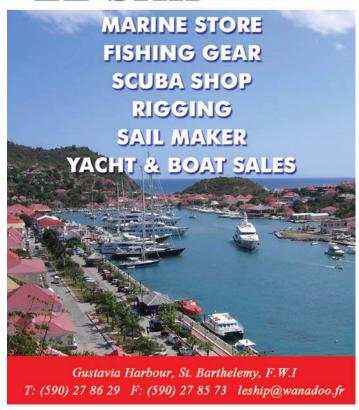
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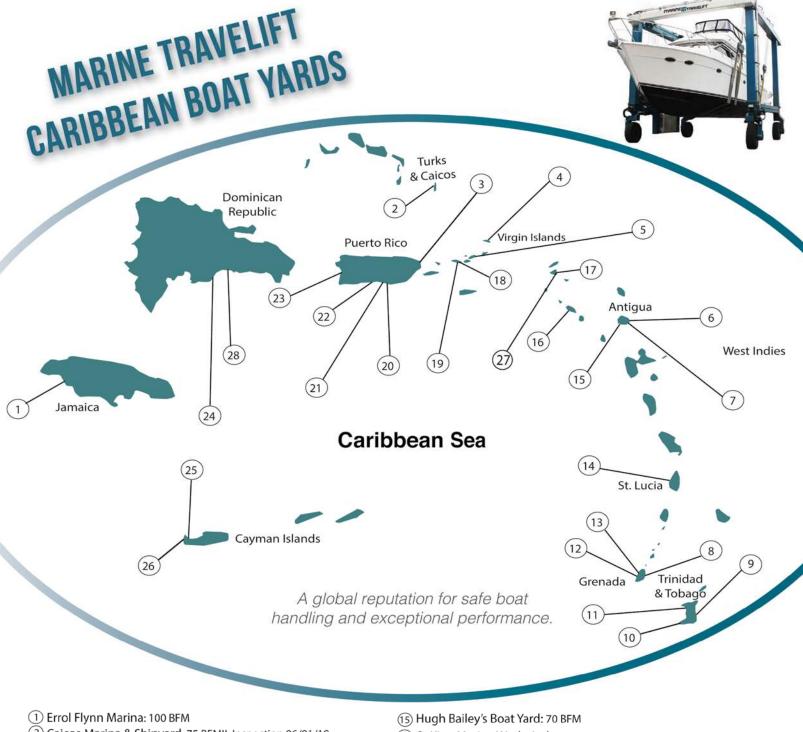


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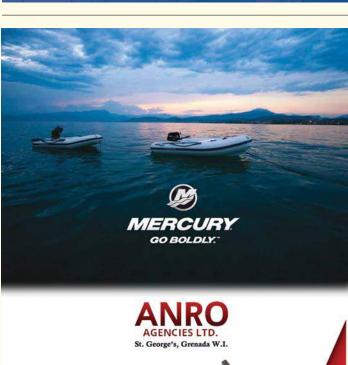
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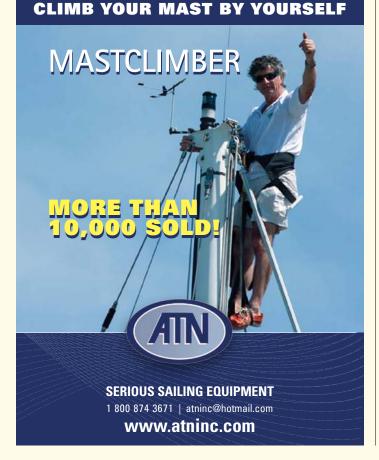
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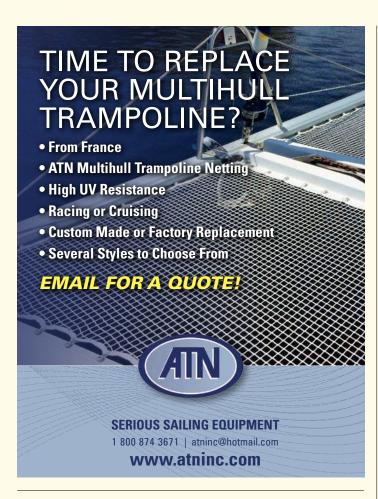


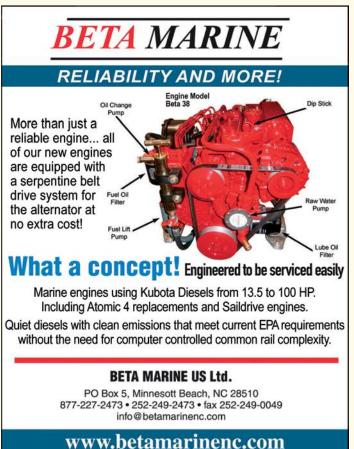


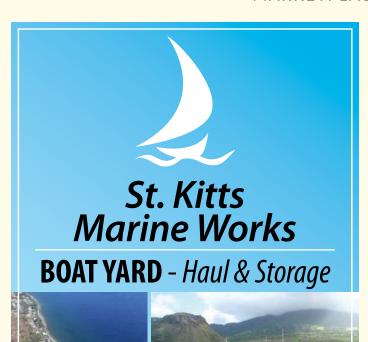




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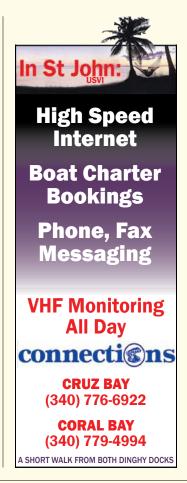
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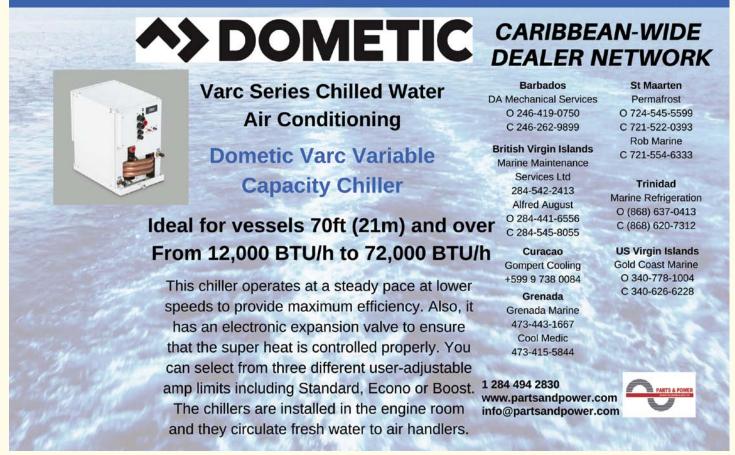




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INVESTMENT OPPORTUNITY UNDER THE HURRICANE **BELT**. This sea tour company provider is located in the ABC islands and provides amazing trips to some beautiful places, including an unforgettable romantic sunset trip experience, snorkeling tours and private charters. An impressive catamaran will attract visitors on one of the most visited beaches on the island. This tour company has long-term contracts with many different cruise ship lines, & makes it easier to attract potential clients.

Possibility to book and pay online is a comfortable option for the client to plan the trip and furthermore some days in the next year are already sold out! An ideal investment under the hurricane belt.

Sales price Usd 595.000 includes:

- Catamaran
- Cruise ships contracts
- Selling point on the beach high traffic hotel area
- Trained staff
- Strong brand name recognition
- Resident permit

Business Opportunity

 Normalized EDBITA usd 150.000

you are interested, please contact: lauracaribbean@gmail.com.

BIZ FOR SALE Well established (20 years) and unique mobile catering business in Antigua for sale, fully equipped turnkey operation with low overheads, high profitability and a strong loyal customer base with plenty of scope for expansion. For details please contact catervan@hotmail.com

Employment

YACHT MANAGEMENT CO-MPANY BASED IN THE BVI IS LOOKING FOR A QUALI-FIED MARINE SERVICE TECH-NICIAN to join our team. Experience and training specifically in marine electronics and refrigeration would be preferred; as well as a good general working knowledge and ability to troubleshoot and work on marine sub systems and marine diesel engines and generators. Work references would be needed, and remuneration would be provided on application. Please make contact with Graeme on bridgraem@surfbvi.com

Employment

YACHT HARDWARE & RIGG-ING TECHNICIAN GOLD COAST YACHTS, in the US Virgin Islands, is seeking to immediately fill a full-time position for a YACHT HARDWARE AND RIGGING TECHNICIAN. Gold Coast Yachts is a successful multi-hull manufacturer specializing in composite power and sailing passenger vessels. The position includes set-up and installation of rigs, sails, deck hardware, and safety equipment. We are looking for applicants with significant sailing, rigging, and hardware experience. Interested individuals should visit www. goldcoastyachts.com to view the full position description.

MACHINIST BENCH FITTER FABRICATOR required for machine shop. Tortola, Virgin Islands. Applicant must have at least five years' experience in workshop processes and practice using standard machine shop tools and equipment. general duties to include turning, milling, boring, grinding, tube bending. **WELDER/FABRICATOR** - Must have 10 years' experience in welding stainless and aluminum with T.I.G & M.I.G. and ARC. Must be able to use

Employment

standard bending, cutting, roll forming and shearing equipment to manufacture to close tolerances. Ability to work unsupervised a necessity. Email cv to john.robinson@ nautool.com

MACHINE SHOP ASSISTANT MANAGER: Must have good working knowledge of all standard machine shop equipment and operations and have a background in the machining industry. Knowledge of stainless steel and aluminum welding an asset. Must be familiar with office practices and accounting software (Quickbooks). Nautool



sxmsails@caribserve.net

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Boatbuilding

Composite construction

Paint refinishing Engineering Metal fabrication A/C Refrigeration

Email CV/resume to office@woodstockboats.com

Employment

Machine Ltd. is a busy general machine shop in RoadTown, Tortola. Please reply to john. robinson@nautool.com

FAST GROWING YACHT MANAGEMENT COMPANY IN GRENADA SEEKS QUAL-IFIED MARINE MECHANIC/ TECHNICIAN. ABYC certification in one or more of systems/ marine diesel/ marine electrical/ AC refrigeration preferred. Applicant should also possess several years work experience in the marine industry. Preference will be given to applicants from OEČS countries. A competitive remuneration package will be offered. Please apply with a detailed CV including education and qualifications, work experience and references to gary@ horizongrenada.com

ULTRA YACHT REFIT LTD. **ANTIGUA IS LOOKING FOR** MARINE JOINERS, TEAK **DECKERS AND MARINE ENGINEERS.** If you are looking for an opportunity to join a dynamic service oriented company please send your resume/information to: michael@ultrarefit.com

MARINE RETAIL SALES POSITION. Island Water World, a Caribbean retailer of boating supplies and marine leisure equipment, is seeking a knowledgeable sales person for our St. Maarten stores. Candidates must have some experience in boats and marine systems, retail sales and customer service experience, and good computer skills. Ability to speak French or Spanish a plus. This is a full time, year round position

Employment

with growth potential. Email CV or resume to: info@islandwaterworld.com

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Gold Coast Yachts Seeks an **INSTRUCTOR** for its COMPOSITE FABRICATOR TRAINING PROGRAM

Successful applicant will have extensive experience in building composite structures with a thorough knowledge of:

- Resin systems
- Fabric reinforcements
- Composite fabrication processes
- Power tools and equipment
- Shop and personal safety fundamentals
- Instructional protocol

RESPONSIBILITIES:

(INCLUDE BUT NOT LIMITED TO)

- Co-ordinate training programs
- Conduct work experience programs
- Conduct apprenticeship programs
- Conduct incumbent worker programs
- Track and evaluate participants
- Maintain records
- Enforce work rules
- Sustain continuous program improvement
- Liaison with local and federal partners

Skills Required:

- Excellent communication and problemsolving skills
- Be proficient with Microsoft software
- Possess a strong work ethic
- Passionately support development of the marine industry in the US Virgin Islands

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



IKSGIVING

CARIBBEAN RECIPES BY CAP'N JAN ROBINSON

hanksgiving is celebrated on the fourth Thursday of November in the United States and the second Monday of October in Canada; a traditional North American holiday. Because November, 2019 begins on a Friday, which means the fourth Thursday of the month falls on Nov. 28 and is the first time Thanksgiving has been this late since 2013. Thanksgiving celebrates the story of the Pilgrim's meal with the Native Americans and is reserved as a day to spend with loved ones; a great time to be thankful and appreciate who you have and what you have.

Below are three easy side dishes to serve with your main dish, whether it be turkey or something else that you may choose.

EASY PUMPKIN SOUP WITH CHILI CRAN-APPLE RELISH

Prep time: 15 minutes. Cooking time: 50 minutes. Serves: 8

1 medium onion, chopped 2 Tbsp chopped garlic 1 cup diced celery 2 Tbsp olive oil 1 (16 oz) can pure pumpkin 2-1/2 cups chicken broth 1/8 tsp ground ginger or 1 tsp fresh grated ginger

1/8 tsp ground nutmeg or 1/2 tsp fresh grated nutmeg Himalaya pink salt, to taste 1 cup unsweetened coconut milk, half n half

or regular milk

In a large pot sauté onion, garlic, and celery in olive oil over medium heat, until onions and celery are soft, but not browned. Add pumpkin, chicken broth, ginger, nutmeg, and salt. Simmer about 15 minutes. Add coconut milk, cream or milk. Purée in blender. Serve hot or cold with Relish.

RELISH:

1 crisp apple McIntosh or Granny Smith, finely chopped 1/4 red onion, finely chopped 2 Tbsp fresh lemon juice

1/2 cup dried sweetened cranberries, chopped 1 tsp chili powder 2 tsp honey 1/2 tsp ground cinnamon

Combine apple, onion, lemon juice, cranberries, chili powder, honey, and cinnamon. Serve soup in bowls and garnish with relish.

EDAMAME BEANS AND SAUTEED ONIONS

Prep time: 5 minutes. Cooking time: 20 minutes. Serves: 8

2 (16-ounce) bags Edamame beans (shelled soybeans) 2 Tbsp extra-virgin olive oil 1 cup apple cider

2 medium yellow skinned onion, peeled and finely sliced Salt and pepper



Heat a large skillet over medium heat. Add olive oil and the onions and cook until beginning to caramelize, about 10 minutes, stirring frequently. Add the cider, raise the heat to medium high and cook until liquid is reduced and syrupy, about 5 minutes. Add salt and pepper to taste. Mix in the beans and cook 5 minutes more. Keep warm until ready to serve.

ROASTED CARROTS

Prep time: 5 minutes. Cooking time: 20 minutes. Serves: 8 14 carrots, peeled 1 tsp freshly ground 1/4 cup olive oil black pepper 1-1/2 tsp kosher salt 3 Tbsp chopped fresh parsley

Preheat oven to 400°F. Slice the carrots diagonally into about 2-inch slices. Place in a baking dish in one layer and toss with olive oil, salt, and pepper. Place in oven and roast until tender. Sprinkle with parsley.

ROASTED BRUSSELS SPROUTS

GARNISH: Grated Parmesan cheese

Prep time: 5 minutes. Cooking time: 15 minutes. Serves: 8 2 lbs. Brussels sprouts, 1/2 tsp freshly ground trimmed and halved black pepper 2 Tbsp olive oil 1 tsp finely grated lemon 1 Tbsp minced garlic zest, fresh 1/2 tsp sea salt 2 tsp lemon juice

Preheat oven to 400°F. Put Brussels sprouts in a bowl with olive oil, garlic, salt, and pepper; toss to coat. Place in a roasting dish and cook for about 15 minutes or until crisp-tender. Shake the pan from time to time, to cook evenly. Sprinkle with lemon zest and juice; toss to coat. Garnish. 0







YAMAHA in Caribbean

More information is available on the WEBSITE https://www.yamahawaverunners.com/

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ANTIGUA AND BARBUDA	Outdoor World Ltd.	St. Johns	+268-736-9262
ARUBA	A&F Motors N.V. (Budget Marine)	Oranjestad	+2970587-3590
BAHAMAS	Bay Breeze Marina & Storage Ltd.	Abaco	+242-367-2452
BAHAMAS	Harbourside Marine Ltd.	Nassau	+242-393-3461
BAHAMAS	Longs Marine	Freeport	+242-352-2219
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BELIZE	Marelco Ltd.	Belize City	+501-224-5769
BERMUDA	A & P Marine Ltd.	Hamilton	+441-295-2329
BONAIRE	Boto Blanku Marine Services N. V.	Bonaire	+599-717-5050
BRITISH VIRGIN ISLANDS	Tradewind Yacthing Services (Nanny Cay)	Tortola	+284-394-2517
CAYMAN ISLANDS	Automotive Art	Grand Cayman	+345-949-7102
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DOMINICA	Auto Trade Ltd.	Canefield	+767-255-6800
DOMINICAN REPUBLIC	Fernando Giraldez, S.R.L.	Santo Domingo	+809-683-0305
FRENCH GUIANA	Marine & Loisirs	Cayenne	+594-594-359-797
GRENADA	McIntyre Bros. Ltd.	StGeorge's	+473-444-3944

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