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# JANUARY 2020 @

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GRENADA TOURISM AUTHORITY

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## DEPARTMENTS

**16 CARIBBEAN NEWS**

**22 EVENTS**

January 2020 Events

**23 EVENT CALENDAR**

**26 SAILING HUMOR**

The Head Keepers of  
Modern Day Indonesia

Sailing with Charlie:  
Navigation

**34 Evinrude in 2020**

**40 Destination: Carriacou**

**46 DIY Waterproofing**

**50 Caribbean Regatta Preview:  
January to March 2020**

**60 Sagas of Six Submerged  
Caribbean Wrecks**

**66 Cruising Guide to the  
Spanish Virgin Islands**

*Continued on page 12*

### COVER SHOT:

So much fun at the Grenada Sailing Week 2019 - *Perseverare Diabolicum*  
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Continued from page 10

DEPARTMENTS CONT.

- 74 **To Freeze or Not to Freeze?**
- 76 **RUM**  
Ron Centenario Reserva de la Familia 18 Year Old
- 108 **CARIBBEAN RECIPES**  
Caribbean Cooking: Lionfish

RESOURCES

- 80 **CARIBBEAN MARINAS**
- 82 **CARIBBEAN BOATYARDS**
- 83 **SOUTHEAST U.S. MARINAS & BOATYARDS**
- 84 **ISLAND REAL ESTATE**
- 87 **CARIBBEAN BROKERAGE**
- 93 **MARKETPLACE**
- 106 **SPONSOR DIRECTORY**



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## ISLAND EVENTS & INTERESTS

ALL AT SEA'S  
Caribbean Coverage



**PAGE 40**  
Destination: Carriacou





Island

Dominican Republic

Puerto Rico

**PAGE 66**  
Cruising Guide to the  
Spanish Virgin Islands

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**PAGE 17**  
Kids Connect with  
Nature at Migratory  
Bird Festival

## Caribbean Sea



# CARIBBEAN NEWS



If you have a  
news story to share,  
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THE EDITOR:**  
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## MARINEMAX VACATIONS LAUNCHES BVI-BASED FIRST TIMERS FLOTILLA

Sailing is super. Now, there's also a great opportunity for those new to power boating or confident powerboaters new to chartering in the British Virgin Islands. MarineMax Vacations, which operates a base at the Nanny Cay Marina and Resort on Tortola, is offering its new First Timer's Flotillas. These one-week cruise-in-company vacations will be led by the company's BVI-based professionals in two time slots: February 29-March 6 and May 2-8. Each charter features a choice to charter a 2-cabin MarineMax 362, 3-cabin MarineMax 443 and 4-cabin MarineMax 484. The itinerary includes stops at world famous destinations such as the Willy T Floating Bar at Norman Island, the Baths at Virgin Gorda, Tortola's beautiful Cane Garden Bay, and the beach bars in Great Harbour, Jost Van Dyke.

"Our Vacation Planners suggested the idea," credits Raul Bermudez, vice president of MarineMax Vacations. "They said they get a lot of calls from qualified boaters with fear of the unknown. Plus, there are a lot of qualified power boaters that are not aware of the small/mid-sized self-drive



charter options. The First Timer flotilla is a great way to be on your own boat with the comfort of having a lead boat with local knowledge and direct access to the support team. Flotillas are also a great way to meet like minded people who share the same boating passion."

Bermudez adds that although this new charter option is called a First-Timers Flotilla, second-timers, third-timers and beyond are welcome. [www.marinemax.com/vacations](http://www.marinemax.com/vacations)





## ALL-FEMALE OCEAN PLASTIC RESEARCH CREWS VISIT THE CARIBBEAN, BUDGET MARINE SPONSORS

eXXpedition Round the World, a two-year scientific research mission to study microplastics in the ocean and ultimately pinpoint solutions to prevent plastic pollution back on land, arrived in Antigua in November. This was after the expedition's launch in Plymouth, UK, in October and via the Azores en route to the Caribbean. Some 300 hundred international multidisciplinary all-women teams of 10 per each of the 30 legs are traveling aboard the S.V. TravelEdge, a 73-foot ketch outfitted as a state-of-the-art laboratory. It's a global mission that celebrates women in STEM (Science, Technology, Engineering and Mathematics) fields as well as exploration and sailing. The chartered course takes the vessel and her crew through some of the most important and diverse marine environments on the planet, including crossing four of the five oceanic gyres, where ocean plastic is known to accumulate, and the Arctic. In the Caribbean, the S.V. TravelEdge sailed from Antigua to Bonaire and Aruba in route to Panama last month and is slated to arrive in Barbados in January of 2021 and St. Lucia in early February of the same year.

"It's important to be part of such a big project as boating and the sea are in our DNA," says Louisa Norris, general manager

of sponsor Budget Marine, which has locations in Antigua, Bonaire and Aruba. "Plastic pollution has a big impact on boaters, their sailing experience, their equipment and often also their water supply. eXXpedition is focused on research, solutions and spreading the word and as the leading chandlery in the Caribbean we are proud to supply eXXpedition with quality boating materials, such as Ecoworks, which are environmentally friendly cleaning supplies, and a large batch of Caframo fans to combat the Caribbean heat, that will help them have a clean, safe and comfortable journey while in the Caribbean and beyond."

Read about eXXpedition Round the World's scientific plan and follow their mission at [www.exxpedition.com](http://www.exxpedition.com).

## KIDS CONNECT WITH NATURE AT MIGRATORY BIRD FESTIVAL

Hundreds of kids, along with parents and friends, attended November's Migratory Bird Festival, organized by the non-profit Les Fruits de Mer association and held at Amuseum Naturalis, in St. Martin. The kids explored the gardens and paths while playing Bird Bingo and partook of a habitat scavenger hunt from the BirdSleuth Caribbean program. They also learned about pelicans and how plastic can harm birds. In the craft area, kids and adults decorated canvas backpacks with bird art. They took the backpacks home, to use instead of plastic bags. The mobile media and learning hub Ideas-Box was also at the event, bringing books, games and tablets loaded up with videos and e-books about St. Martin's birds.

"This year's festival was really special because we were able to provide buses for schools and youth groups," says festival organizer, Jenn Yerkes. "We were able to reach more youth than ever, and it is all thanks to our sponsors. It's not enough to have a free event if the kids can't get there, so we want to do this even more in the future." [www.lesfruitsdemer.com](http://www.lesfruitsdemer.com)







380 Outrage

## BOSTON WHALER INTRODUCES NEW MODELS

The next evolution models for Boston Whaler's ruggedly sophisticated series of Conquest line vessels were introduced last fall. Specifically, the 325 Conquest joins the 405 Conquest in bringing versatility, comfort and capability to a whole new level. These vessels, alongside other Whaler models including the 380 Outrage with its new quad engine packages, premiered at the 2019 Fort Lauderdale International Boat Show.

"Both the 405 Conquest and the 325 Conquest as well as the new Outrage are the ideal boats for Caribbean conditions and boaters that are looking to take advantage of overnighting conditions," says Lee Gordon, director of marine communications and public relations for the Lake

Forrest, IL-headquartered Brunswick Corporation, which owns Boston Whaler. "We call the 405 Conquest the 'SUV on the Water' because of its versatility and robust new cabin with a private master and guest sleeping quarters. Boaters in the Caribbean want the option of having a boat that they can go fishing on, overnight on or cruise around the water with friends and family. With all of our new Whaler models, we feel that we can accomplish all of the needs of the consumer."

The new Conquests are the first boats to come out of the recently opened Brunswick Boat Group Technology Center, located at Whaler's global headquarters in Edgewater, FL. [www.bostonwhaler.com](http://www.bostonwhaler.com)

## SEA HAWK PARENT ACQUIRES FLEXDEL AND AQUAGARD ANTIFOULING PAINT BRANDS

New Nautical Coatings, the Clearwater, FL-headquartered parent company of Sea Hawk Paints, Blue Water Marine Paints, and Hawk Epoxy announced in November it acquired the Flexdel and Aquagard brands of antifouling paints and primers from Flexabar Corporation.

"The acquisition of the Flexdel and Aquagard brands, as well known easy to apply antifouling paints, will complement our existing Sea Hawk Paints premium position and Blue Water Marine Paints value-based position in the marine



coatings market and provide New Nautical Coatings with an additional growth platform, while diversifying our offering to encompass, professional applicators and DIYers" said Erik Norrie, New Nautical Coatings' chief executive officer, in a press release.



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The Flexdel product line includes Armor, Bottom Gard, and UltraGard antifouling paints. The Aquagard product line includes Aquagard water-based bottom paint, Alumi-Kote brushable and spray paint, Inflatable bottom coating, and Transducer antifouling spray. The products are sold through marine distributors and resellers as well as to leading private-label partners in the marine service industry. [www.seahawkpaints.com](http://www.seahawkpaints.com)

### SUNSAIL OPENS A BASE IN THE EXUMAS

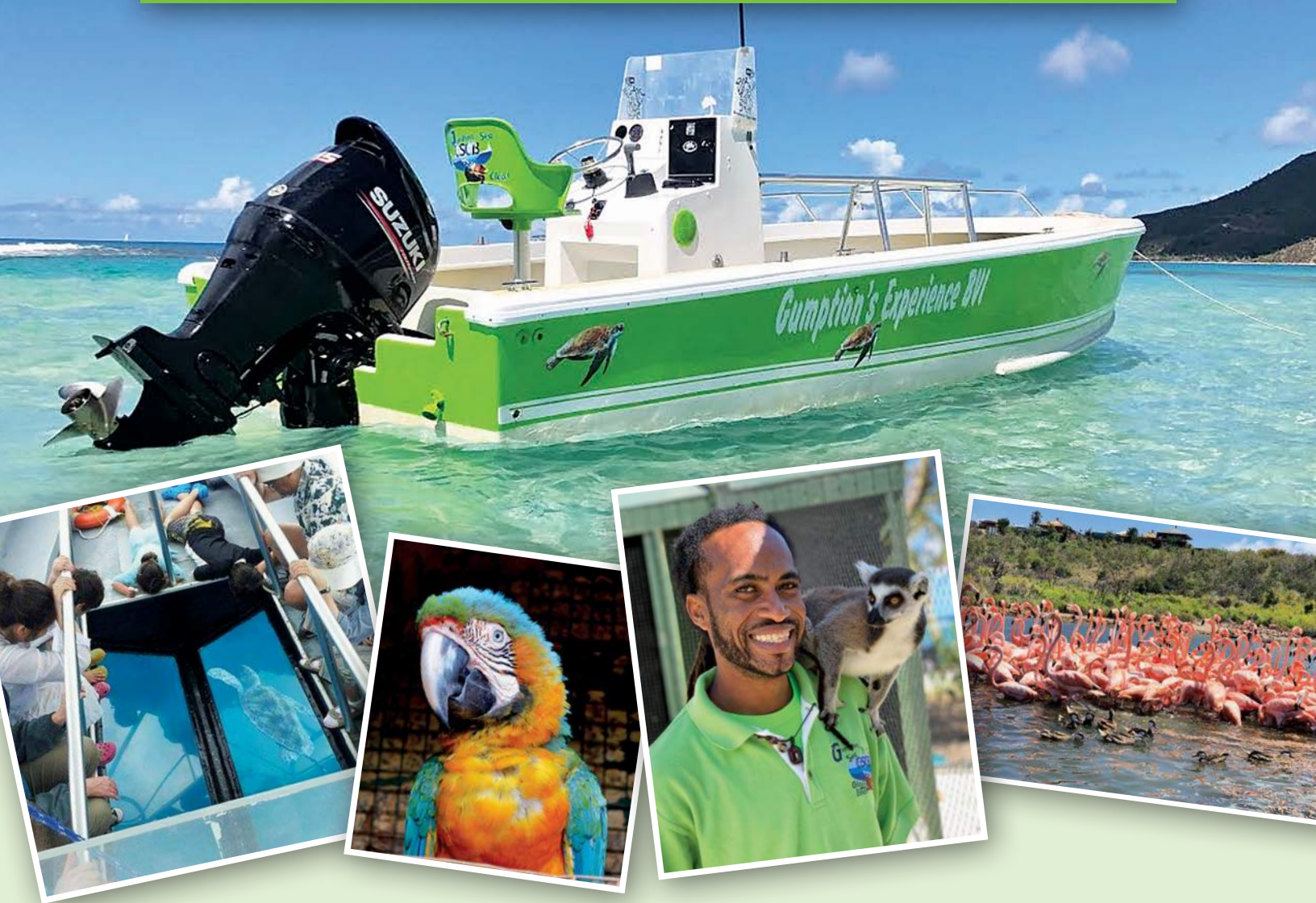
Last September wasn't a kind time weather-wise for some islands in the beautiful Bahamas. A bright spot on the horizon came when Sunsail, a premium bareboat yacht charter brand that is part of the Crawley, UK-headquartered global travel company, Travelopia, opened a new base in Nassau. From this destination, it's possible to charter through the islands of Exuma that stretch 100 miles north-south through the heart of the Bahamas. Here, guests can set sail on Sunsail's newest additions to its catamaran fleet, the Sunsail Lagoon 424 and Sunsail 454W. Each sleeps up to 10 people and combines the comfort and livability of home with high performance when under sail.



"Sunsail previously operated a base out of Marsh Harbor in the Abacos which was severely damaged when Hurricane Dorian hit this region," explains Tina Huewe, assisting marketing manager. "However, the Bahamas is comprised of 700 islands plus thousands of rocks and cays sprinkled over 100,000 square miles of ocean, so we are happy to be able to offer our customers an alternative sailing destination in the Bahamas: The Exumas. This island chain allows for uncrowded cruising and enjoying the laid-back Bahamian charm. [www.Sunsail.com](http://www.Sunsail.com)



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Gumption's Experience BVI



# JANUARY 2020 EVENTS

BY CAROL M. BAREUTHER



## **JANUARY 22 – FEBRUARY 5: 25th Mustique Blues Festival**

## **JANUARY 29 – FEBRUARY 2: Bequia Mount Gay Musicfest**

Kick off the New Year with the sounds of music at these two harmonious events, which take place back-to-back, both in timeframe and in distance. Mustique is located only 8 nautical miles south of Bequia in the St. Vincent & the Grenadines island chain. In Mustique, blues legends Ian Siegal and Joe Louis Walker will appear as they have over the last quarter century to audience applause. M People's Heather Small, the legendary Skip Martin of 'Kool and the Gang' fame and the Blues-rock powerhouse Eliza Neals are among the artists starring at this year at the festival's Basil's Bar beachfront venue. In Bequia, steel pan sweetheart Rodney Small, the RS Band, Kevan Sahai and the Crashers and The Shuffle Demons, the latter being three amazing saxophonists, will appear at venues such as the Frangipani Hotel, De Reef Bar & Restaurant and Bequia Plantation. At both festival's venues, it's possible to drive up to the dock in your dinghy and once on land toe-tap in the beach sand while listening to some of the island's best bands. [www.mustique-island.com/mustique-blues-festival-2020](http://www.mustique-island.com/mustique-blues-festival-2020), [www.bequiamusicfestival.com](http://www.bequiamusicfestival.com)





# EVENT CALENDAR

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

## BOAT SHOW:

### **CHARLESTON, SC**

**JANUARY 24 – 26**  
Charleston Boat Show  
[www.TheCharlestonBoatShow.com](http://www.TheCharlestonBoatShow.com)  
[erica@jbmshows.com](mailto:erica@jbmshows.com)

### **JACKSONVILLE, FL**

**JANUARY 24 – 26**  
Jacksonville Boat Show  
[boatjax.com](http://boatjax.com)  
[jmaboatshow@boatjax.com](mailto:jmaboatshow@boatjax.com)  
904-228-2328

### **NAPLES, FL**

**JANUARY 16 – 19**  
Naples Boat Show  
[www.miacc.org](http://www.miacc.org)  
[director@miacc.org](mailto:director@miacc.org)  
239-682-0900

### **STUART, FL**

**JANUARY 10 – 12**  
Stuart Boat Show  
[www.AllSportsProductions.net](http://www.AllSportsProductions.net)  
[contacts@allsportsproductions.net](mailto:contacts@allsportsproductions.net)  
954-522-5288

## FISHING TOURNAMENT:

### **GRENADA**

**JANUARY 26 – 30**  
Budget Marine Spice Island Billfish Tournament  
[www.sibt.gd](http://www.sibt.gd)  
[franciskira@gmail.com](mailto:franciskira@gmail.com)  
473-440-3753

### **ISLAMORADA, FL**

**JANUARY 20 – 21**  
Capt. Al Flutie Over The Hill Rip-Off Sailfish Tournament  
[www.redbone.org/tourn\\_sched.html](http://www.redbone.org/tourn_sched.html)

**JANUARY 31 – FEBRUARY 1**  
Swamp Guides Ball Fishing Tournament & Auction  
[www.fkfga.org](http://www.fkfga.org)  
(305) 664-5142

### **KEY WEST, FL**

**JANUARY 30 – FEBRUARY 1**  
Cuda Bowl  
[www.cudabowl.com](http://www.cudabowl.com)  
[info@cudabowl.com](mailto:info@cudabowl.com)  
305-360-6969

### **POMPANO BEACH, FL**

**JANUARY 18 – 19**  
Sailfish Smack Down  
[www.extremekayakfishingtournament.org/sailfish-smackdown.html](http://www.extremekayakfishingtournament.org/sailfish-smackdown.html)

### **WEST PALM BEACH, FL**

**JANUARY 9 – 10**  
Silver Sailfish Derby  
[www.westpalmbeachfishingclub.org/silver-sailfish-derby.php](http://www.westpalmbeachfishingclub.org/silver-sailfish-derby.php)

## SAILING REGATTA:

### **BARBADOS**

**JANUARY 17 – 23**  
The Mount Gay Rum Round Barbados Race  
[www.mountgayrumroundbarbadosrace.com](http://www.mountgayrumroundbarbadosrace.com)  
[info@mountgayrumroundbarbadosrace.com](mailto:info@mountgayrumroundbarbadosrace.com)  
246-426-4434

### **FORT LAUDERDALE, FL**

**JANUARY 22 – 25**  
Fort Lauderdale to Key West Race  
[www.keywestrace.org](http://www.keywestrace.org)

### **GRENADA**

**JANUARY 26 – 31**  
Island Water World Grenada Sailing Week  
[www.grenadasailingweek.com](http://www.grenadasailingweek.com)  
[info@grenadasailingweek.com](mailto:info@grenadasailingweek.com)

### **PUERTO RICO**

**JANUARY 18 – 19**  
San Sebastian Vela Cup  
[www.academiadevela.com/en/](http://www.academiadevela.com/en/)  
787-553-8394

### **ST. THOMAS, USVI**

**JANUARY 12 – 13**  
St Thomas Yacht Club Annual MLK Regatta  
[www.styc.net](http://www.styc.net)  
340-775-9000

### **TORTOLA, BVI**

**JANUARY 18**  
Nanny Cay Round Tortola Race  
[www.royalbviyc.org](http://www.royalbviyc.org)  
[cpnsailingrbviyc@gmail.com](mailto:cpnsailingrbviyc@gmail.com)  
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## **JANUARY 25 & FEBRUARY 1: Hoedemaker Series**

Part of the St. Maarten Yacht Club's (SMYC) Grant Thornton 2019-2020 Season Championship, this two-day race is open to Optimists, Laser Picos, Lasers, RS Visions, RS Quests and Sunfast 20s. The event, "is for everyone who wants to join a fun racing day on the water," invites Leonde Vermeulen, the SMYC's event manager. The Championship continues with the Hope Ross Series (February 22, May 9 and June 20) and St. Maarten National Championship (March 28). The SMYC presents a Seasonal Championship award at the end of the season, on June 20, 2020. The cub championship is sponsored by Global Financial Services Company, Grant Thornton. [www.smyc.com](http://www.smyc.com)

## **JANUARY 26 – 30: Republic Bank Spice Island Billfish Tournament**

Entering its second half century, this largest sport fishing tournament in the Southern Caribbean – which welcomed 74 boats and over 350 anglers last year, welcome Republic Bank (Grenada) Ltd. as new title sponsor. "Improvements at the Grenada Yacht Club venue should provide more docking for vessels this year," says Diana Pressey, a member of the organizing committee. "The fishing format will remain the same and we expect to release well over 90 billfish. Our theme and focus will continue to have conservation of the species at the forefront of the event." A Parade of Boats and Bimini Start officially kick off the fishing on January 27, with the last day of fishing and Awards Dinner on January 30. Visiting boats and anglers are welcome. For those who can't make it, real time updates via live-streaming audio and video will be on the event's Facebook page: [www.facebook.com/spiceisland-billfishtournament](http://www.facebook.com/spiceisland-billfishtournament), [www.sibtgd.com](http://www.sibtgd.com)



CREDIT PIERRICK CONTIN

## **JANUARY 26 – FEBRUARY 1: Martinique Cata Raid**

Over 30 boats and some 70 sailors from 9 countries are set to race in this regatta, run under the French Sailing Federation and organized by Club Nautique W.I.N.D. Force du Robert, located on the Atlantic side of this French Caribbean island. Classes include Flying Phantom, Formula 16 and Formula 18, and this event will double as the Formula 18 Raid World Championship. The six leg race leap-frogs competitors around the island with stops at the villages of Schoelcher, Sainte Anne, Vauclin, Trinte, Precheur and back to Schoelcher. The Martinique Cata Raid is notable, says Geraldine Rome, communications coordinator for the Martinique Promotion Bureau, "for its participation by famous competitors, sporty and spectacular sailing challenge, and on-shore activities." [Martiniquecataraid.com](http://Martiniquecataraid.com)





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# THE HEAD KEEPERS OF MODERN DAY INDONESIA

SAILING HUMOR BY CAP'N FATTY GOODLANDER

We've extensively cruised Indonesia on all four of our circumnavigations. Put together, that's a year's worth of gunkholing their 17,500 far-flung isles. So two things are true—1.) We've spent a good amount of time sailing in the world's largest Islamic country and, 2.) We've barely scratched the surface. We intend to return soon. I can't think of any country that is as ethnically diverse—or more welcoming—than Indonesia.

One thing that always amuses us is the ongoing cultural war between their tourism department and their head-keepers. International tourism is finally blossoming in Indonesia, in part because it is losing its reputation for being a 'too challenging' (read: scary) a destination for the average tourist. Thus, the last thing the Tourist Department wants is for the local Dayak tribes to start displaying their village's shrunken heads.

This 'culturally-restrictive' policy totally bums out the small villages along the Sekonyer River—why shouldn't they show off their proudest possessions?

If you arrive by boat, they come alongside in dugout canoes, and suspiciously ask if you are from the central government. If the answer is no, they immediately light up and whisper, "wanna come to our village and see the heads?"

The village we visited kept them hidden under their long house—seven shrunken heads on a hardwood plank.



A Dayak Head Keeper in Borneo



"The village across the river only has four," sniffed their chief disdainfully. "Pretty weak, right?"

Now I'll admit that shrunken human heads aren't to everyone's taste—but America has its cowboy heroes, and England had its knights in shining armor, and, well, the Dayak (former) headhunters of Indonesia have their remaining precious heads as evidence of their cultural valor.

Now this whole 'chop off a head' might strike you as a tad lawless and inhumane—but that's not the way they see it. There were four strict rules back-in-the-day: no children, no pregnant woman, no crazy people, and the victim couldn't be asleep.

"It was, well, sort-of-fair," explained the chief of the village we visited in Borneo. And it was, in the sense that if a headhunter went off to hunt a head and didn't return—well, it was assumed that his now-diminutive head was being admired in a nearby village.

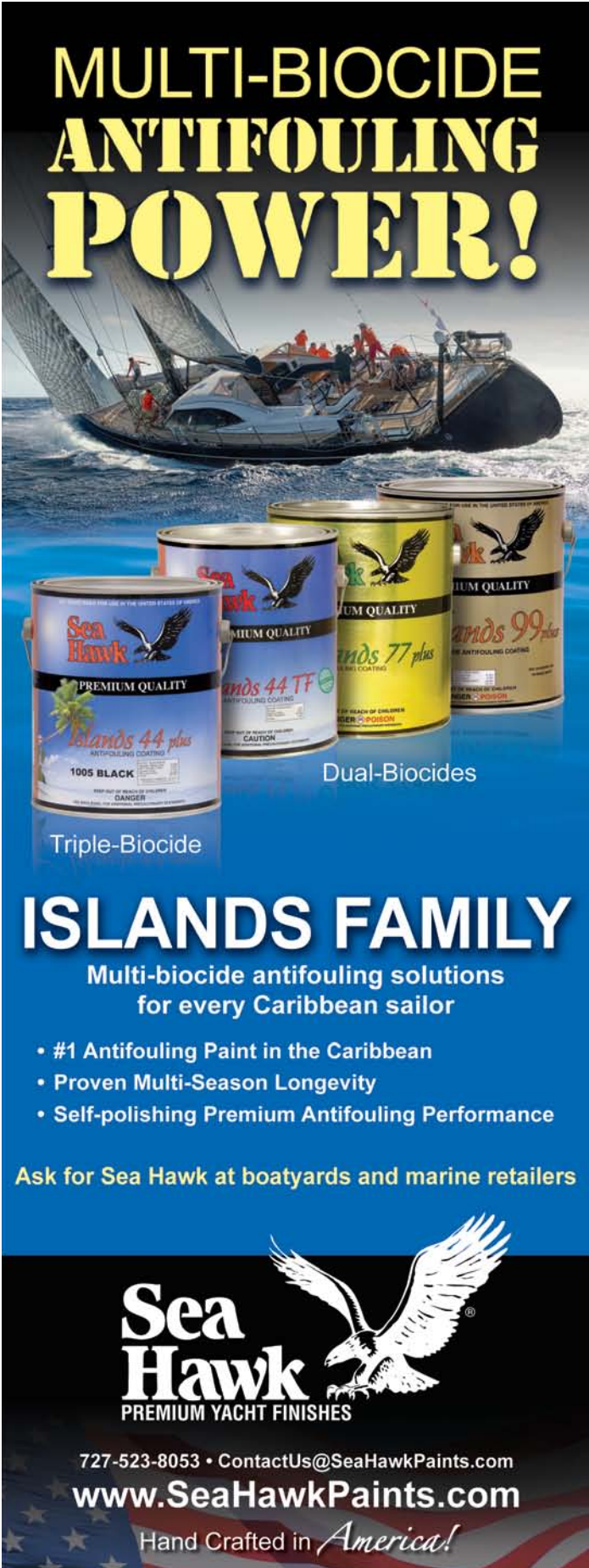
*1.) We've spent a good amount of time sailing in the world's largest Islamic country and, 2.) We've barely scratched the surface. We intend to return soon. I can't think of any country that is as ethnically diverse—or more welcoming—than Indonesia.*

Of course, the headhunters had the element of surprise, were heavily armed, and might be attacking elderly folks but, hey, people tend to keep their heads if at all possible. Thus heads were/are scarce. It was catch-as-catch-can.

In the region we cruised, headhunting might not be such an ancient practice. In 2001, over 500 Madurese were slaughtered by the Dayaks—and the local 'amateur taxidermists' were rumored to be working overtime.

Theoretically, of course, headhunting is now totally illegal. However, local people still have accidents—and in rural Borneo an amazing number of those accidents just happen to involve headless corpses.

If a motorcyclist's headless body is found by the side of the highway, well, someone must have forgotten to take down a particularly sharp clothesline, right? If a pair of headless bod-



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The Post houses the most cherished head in the village

ies are found in a car with its windows rolled down, well, it is obvious that something came whizzing into the car, decapitated both occupants, and flew out the opposite window along with their heads.

That makes sense, right?

Now, now, don't be so judgmental, dear reader—think of the young aspiring man interested in the local... er... art of... er...

miniature or human taxidermy, shall we say? Sure, he knows he's only supposed to traditionally shrink heads that died nobly in battle but, hey, practice makes perfect. So perhaps a little opportunistic 'harvesting' occasionally happens—I mean, it isn't like the dead person needed their head or anything, right? Isn't a little compassion in order?

It is if you're a Dayak.

Keeping shrunken heads in a rainforest environment isn't easy—one, they can't get wet, and, two, any mildew must be removed immediately. Three, they have to stay insect-free. They are basically leather and thus edible; so rats, mice, and small dogs must be kept away as well.

The heads look amazingly eerie. For one thing, they are perfectly proportioned. The second crazy thing is that their mouths are sewn shut. But the thing that got me the most was that—while the head's shrink, their ear and nose hairs don't. Thus, the noses in particular appear to have small paintbrush bristles sticking out of each nostril.

Bleek!

Of course, I'm an inquisitive fellow—as we journalists tend to be. And I knew I was in the presence of proud experts who

were brimming with cultural knowledge, as gruesome as that knowledge might be.

"So," I said nonchalantly, "how do you shrink a head?"

It turns out it is relatively easy—but it takes restraint and time if you want the final product to look identical to its original human form. The key is heat—but heat is also the enemy as well. Too much heat and the epidermal area that





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is overheated will deform. It must be a small amount of heat evenly distributed.

The first thing you need is a fresh body. Once a human face had been left for a couple of days in the humid tropical rainforest, it is too late. So the fresher, the better! Second, chop off the head and allow it to briefly drain. Three, make a Y-shaped slit in the back of the head, then peel off the flesh from the skull, using a sharp knife (or, more traditionally, a sharpened seashell) to retain as much as the epidermis as possible—with minimum fat. Four, sew up the Y-shaped incision, the eyes, and the mouth. Five, boil it gently with herbs containing tannins. This will reduce its size by about a third—boil say for an hour and a half or so. Six, after it is dried out, gather a gradient of smooth stones, small rocks, tiny rocks, and sand. Seven, heat same but only a small amount—remember, having the rock/sand too cool only takes extra time; having it too hot deforms the face. Eight, gently pour the head/sock with the heated rock/sand mix about half full, while continuously rotating the head. Do NOT stop, until the rock/sand is cool. Nine, rub with charcoal ash (traps the soul) and smoke-cure it for a few days to assist in preservation. Ten, use black seeds or fruit pits for the miniature eyes.

*Now I'll admit that shrunken human heads aren't to everyone's taste—but America has its cowboy heroes, and England had its knights in shining armor, and, well, the Dayak (former) headhunters of Indonesia have their remaining precious heads as evidence of their cultural valor.*

Of course, receipts vary—some tribes don't believe in boiling and make up for it with additional smoking.

Don't forget that you don't merely end up with the head, you also inherit the courage of the dead man—his head is just a pleasant reminder of your bravery.

Isn't it amazing what you learn while circumnavigating? 

*Fatty and Carolyn are back on their mooring at the Changi Sailing Club in their beloved Singapore, playing with the grandkids.*





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# SAILING WITH CHARLIE: NAVIGATION

SAILING HUMOR BY JULIAN PUTLEY  
GRAPHICS BY ANOUK SYLVESTRE



Nautical navigation has come a long way in the last four decades. In 1980 GPS was only just over the horizon (pun intended) for private use. The most advanced nav. tool was the 'Sat Nav' and it worked from the signal coming from only one satellite by using the doppler effect. In other words, the signal was weak as the satellite came over the horizon, became stronger at its zenith and then weakened again as it approached the opposite horizon. You would only get one or two reliable fixes in a 24-hour period.

Now there are about 24 satellites up there providing so much info we can get updated positions every few seconds, thus

making through hull speed impellers almost obsolete. Many mariners today don't even know what a paper chart looks like and have no idea how to work out dead (derived from deduced, and not how you'll end up if you get it wrong) reckoning. Taking a three-point fix with a hand bearing compass would be challenging, as would drawing latitude and longitude and even working out distance using degrees and minutes.

Chart plotters make navigation easy but traditional navigation is still mandatory and knowing how to plot your position on a paper chart is essential. So many maritime disasters happen when novice sailors rely too heavily on their electronic devices.




es, enter difficult anchorages at night and get into trouble. The answer is always: heave to some ten miles offshore, watch your drift carefully and wait till daylight. As captain you may hear this, "George, I haven't had a hot shower in three days, a bed that's not rocking around the clock and a meal that's not served up in a bowl. Go in NOW!" But be firm, as captain that's your job.

Chart plotters are useful, no doubt about it, but have had an adverse effect on wildlife. The Fekawe bird has joined the endangered species list. It used to be that the Fekawe was everywhere hovering over charter boats like the ubiquitous laughing gull. Hard to see but audible for miles it would screech 'Where the Fekawe, where the Fekawe?

*So many maritime disasters happen when novice sailors rely too heavily on their electronic devices, enter difficult anchorages at night and get into trouble. The answer is always: heave to some ten miles offshore, watch your drift carefully and wait till daylight.*

But another feathered friend has been reported – and it's on the increase, like the invasive lionfish. It too has a loud and raucous screech and has been reported by several witnesses around large catamarans that fail to make a tack, especially when close to a rocky and dangerous lee shore. It's the 'Wap-penin' and has been known to defecate on deck, again like the laughing gull. Whatever you do don't feed them.

The challenges of navigation have always been there but now with all the high-tech devices at hand, it's easy to become complacent. Have the traditional nav. skills in your portfolio. If all your instruments fail for whatever reason, remember the north star, how to locate it and how to measure its angle from the horizon – that angle is your latitude – and that's half the battle. For more accuracy become conversant with the sextant and have the tables and almanac aboard. Without sextant skills, if longitude is uncertain and there are hazards in your path – slow down, keep a good lookout from as high as possible, watch the depth. That's how they did it in the old days. 

---

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

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# EVINRUDE IN 2020

BY GLENN HAYES



If you are a follower of Evinrude's E-TEC line of outboards you will know these new generation, technologically advanced two stroke outboards have some pretty impressive stats that dismiss most of the common myths of plaguing two stroke motors. With the addition of three models in late 2019 and receiving an IBEX 2019 Innovation Award it looks as if Evinrude is looking forward to a banner year ahead and is claiming its share of the competitive outboard market.

This latest generation of E-TEC outboards now covers a wide range of horsepower options. With the introduction in late 2019 of the 3-cylinder E-TEC G2 outboards in 115HP, 140HP and 150HP, these new mid-range motors now add to the existing V6 G2 line. These motors include a high output (H.O.) 150HP V6, a 175HP, 200HP, 225HP, 250HP and the flagship 300HP outboard. The 200, 225 and 250 models are also available in a high output H.O. variety. The recent introduction of the 3-cylinder outboards fills a void in the performance two-





stroke mid-range engines and does so with great fuel efficiency and low emissions.

Evinrude claims its E-TEC G2 outboards "give boaters extended cruising capability and more power when it's needed." This is primarily accomplished through the direct fuel injection system common throughout the E-TEC line. The computer controlled direct injection (Engine Management Module) assures the exact amount of required fuel and oil is

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injected directly into the cylinder at the prime moment to allow for the most efficient burn possible. Controlling the fuel and oil being injected, regardless of speed and load on the motor, assures efficient operation at all speeds and loads and prevents either unburned fuel or oil from entering the environment. This technology also makes these motors environmentally friendly with extremely low emissions that meet worldwide standards.

Despite two-stroke outboards being what many consider old school, Evinrude's E-TEC G2 two-stroke motors utilize some of the latest technology available. This technology enhances and improves on all the benefits two stroke outboards had over the "newer" four stroke motors. Taking advantage of all the inherent benefits two-strokes typically enjoy such as lighter weight and more initial thrust than their four-stroke counterparts, Evinrude expounds on them and eliminates some of the commonly perceived drawbacks. We all can remember the smoky, dirty and noisy two-strokes of the past but looking at one of these new E-TEC G2 outboards run-



ning clearly shows those days are history. They are quiet and clean running.

The newly introduced E-TEC G2 engines add the 115 H.O., 140HP and 150HP to their lineup. These motors uniquely fill a market segment competing against four-stroke competitors. They feature an in line three-cylinder powerhead with the game changing direct injection. In this format Evinrude claims that its E-TEC G2 115 H.O. outboard offers more torque and fuel efficiency at lower RPS than comparable four-stroke en-



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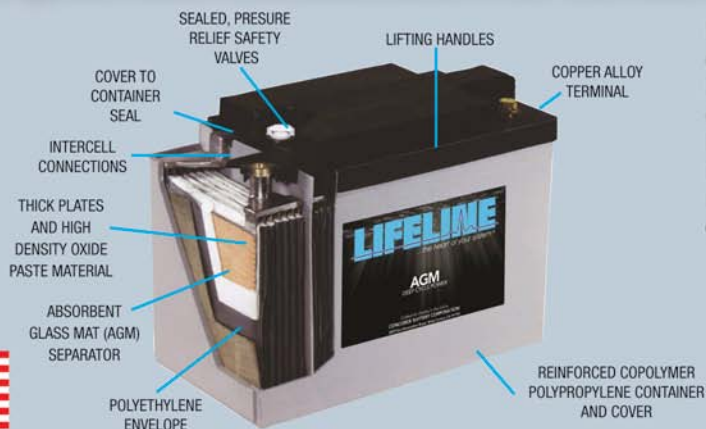
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gines. A 20 inch model with remote steering weighs in at 390lbs (177kg). Adding in the built-in hydraulic steering called iSteer dynamic power steering that saves transom space and allows for a clean installation and the weight only goes up to 415lbs (188kg). Ownership of one of these new outboards is also simple and cost effective. Apart from the added fuel efficiency of these economical engines running on 87 octane fuel maintenance costs can be kept to a minimum. There is no break-in period and no dealer scheduled maintenance for five years or 500 hours. The engines are warranted for five years and they are covered against corrosion for five years. Of course, being a two-stroke there are also never any oil changes as found with their four-stroke competitors. Other features of this line of outboards include digital shift and throttle, iTrim control system, custom color panels and digital instrumentation. All E-TEC G2 motors also have NMEA 2000 connectivity, so you can display engine information on not only the Evin-

rude engine displays but also many common multi-function displays such as those from Garmin, Navico, Raymarine and others. There is even a tiller version of the 115 H.O. with touch troll controls as well as trim switches. LEDs are used for basic diagnostics as well as an NMEA Connection. The full 2020 line is available in white or slate grey frame with new premium graphics. Two new propellers are also available to consumers.

In a market crowded with excellent outboards Evinrude has offerings that are unlike any of its competition. Its latest line of outboards, including the latest addition of 3-cylinder motors, has expanded on the benefits of yesterday's two-stroke motors and made them efficient, clean and a viable option for anyone looking to get the most out of the horsepower on their transom. Performance, simple operation, easy maintenance and efficiency make these outboards a choice worth considering. 



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# DESTINATION: CARRIACOU

BY CAROL M. BAREUTHER

GRENADA TOURISM AUTHORITY

Free to wonder

Carriacou, the largest and southernmost of the Grenadine islands and part of Grenada, certainly lives up to its nickname: 'Isle of Reefs'. This 13-square mile island is rimmed by some of the most remarkable coral reefs in the region. What's more, even Carriacou's offshore islands such as Mabouya, Sister Rock, White, Saline, Jackadan and Frigate, boast their own beautiful submarine atolls. It's no wonder that the Amerindians who first inhabited the island nearly a millennia ago called it 'Kayriouacou' meaning 'land surrounded by reef'. It's from this ancient word that Carriacou derives its name. Today, the island is certainly a beacon for SCUBA divers. However, Carriacou offers so much more to see and do, especially for those visiting by boat.

"Carriacou is a great place to visit because of its natural beauty, out islands, beautiful beaches, friendly people and rich cultural heritage," says Carolyn Alexander, owner of Carriacou Real Estate Ltd., who with husband and fellow UK native, Gordon, first visited the island on a sailing holiday in 1991 and have since made Carriacou their home.

Hillsborough located centrally on the island's Caribbean Sea side, is the capital of Carriacou.

"The anchorage is located just in front of the city," says Tony McQuilkin, of the new Tyrell Bay Marina Carriacou (TBMC), situated south of Hillsborough. "It is sometimes a





little bit of a roller but is not lacking in interest. This town remains in its original charming state! The main street extends along the bay and offers its visitors many shops, including banks, hardware stores, fish market, delicatessen, etc., in many different colors."

The Carriacou Museum, overlooking the bay from Paterson Street, presents a step back in time to what life was like on the island hundreds of years ago. Be sure to view the work of noted local painter and author Canute Calliste.

Tyrell Bay is likely the most popular, protected and preferred anchorage on Carriacou. There are two marine facilities

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Tyrell Bay

PHOTO: J PICKERING



here. Carriacou Marine Ltd., on the southern end of the bay, provides a small boatyard with 40-ton lift, repair services, a chandlery, convenience store, restaurant, a few moorings and accommodations on site. To the north of the bay, the new TBMC, currently offers a total of around 2000 line feet of waterside dock frontage, water and electricity, a 150-ton lift, 30-ton shore crane for engine and mast lifts, and a yard for long and short term storage of over 200 boats.. Budget Marine will open a full-service chandlery at the end of January, with more retail outlets opening within the marina compound later in 2020.

"Tyrell Bay is an excellent base for yachts and well protected. The largest supermarket on the island, Alexis Food Stores, is located two steps from our Marina and offers a diversity of American and European products. Many local and international-themed restaurants offer delicious cuisine and some of them provide live entertainment by local and/or foreign artists. The Osprey ferry docks next door at Carriacou's new main port and has daily service to and from Grenada. There are also commercial ferries that can accept vehicles, heavy cargo and passengers. Customs and Immigration are all in Tyrell Bay, as a port of entry. Renting a scooter or a vehicle is an excellent

Sandy Island, Carriacou



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way to visit the interior of the island, which has an excellent road network," says TYBC's McQuilkin.

From either Hillsborough or Tyrell Bay, take a guided island tour.

"A tour is a good way to see the treasures that Carriacou has to offer including the old Sugar cane mill and Ningo Well. On this trip you can also learn about the traditions of the people including a stop at Windward to witness the building of an authentic Carriacou wooden sloop; an ode to the island's Scottish heritage," recommends Ria Murray, communications officer for the Grenada Tourism Authority.

Carriacou's beaches are a must-visit.


"The beach of Anse La Roche is world famous. Don't go if there is a ground sea running as it makes it difficult to get ashore. If you go to White Island beware of the strong currents which run between the mainland and the island. Sandy Island is another good short term anchorage with beautiful swimming and snorkeling," says Alexander.

Sandy Island, just three miles from Tyrell Bay, is the location of many movie and commercial shoots. The island is a protected Marine Park and boats are obligated to pay for the mooring



as anchoring is prohibited. Right across from Sandy Island is Carriacou's signature Paradise Beach.

"There are several restaurants along Paradise Beach, a pretty souvenir shop and a hotel that offers rooms and apartments with waterfront facilities. Our customers like to take a break after a hard day's work. Yachts with little draught can anchor in front of the beach," says TBMC's McQuilkin.

Finally, anytime is a great time to cruise into Carriacou. However, four times of the year are extra special. There's the Carriacou Carnival (February 24-25), Maroon and String Band Music Festival (April 24-26), the famous Carriacou Regatta Festival (July 31-August 3) and Carriacou Parang Festival (December 11-13). This 'Isle of Reefs' definitely offers something for everyone whether on sea or shore. 





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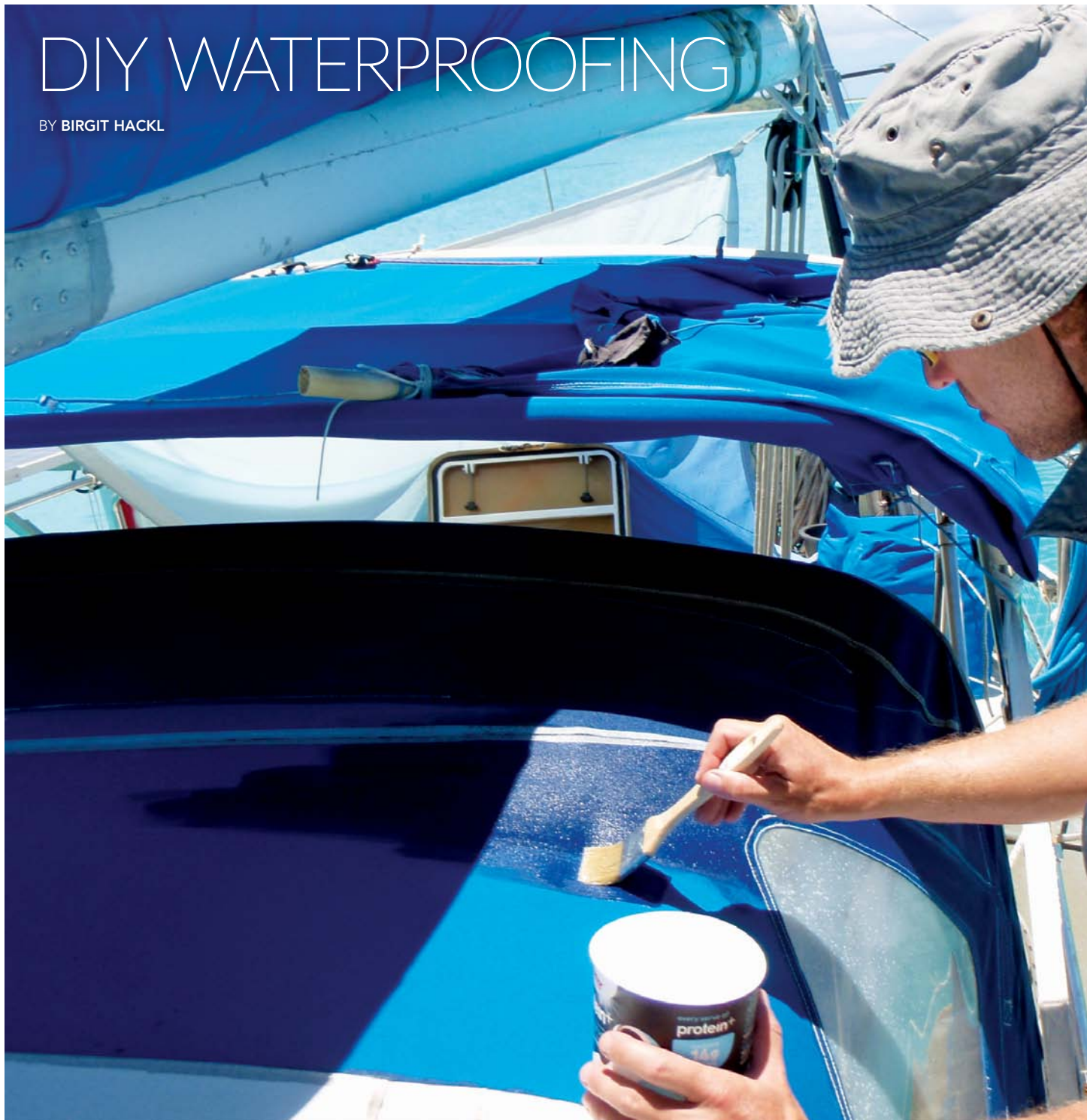
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# DIY WATERPROOFING

BY BIRGIT HACKL



New spray dodgers and biminis keep the cockpit luxuriously dry, however, after a few years of exposure to the elements, especially in the tropics, even high-quality materials start letting some dribble in during strong rainfalls or on rough passages. Of course there are many waterproofing products on the market, but there's also a low-budget and easy-to-make recipe for DIY waterproofing.

What can be more annoying than having a slow, but constant trickle of water dropping on your head and flowing down your neck while steering the boat through a squall? When the torrential rainfall hits while the boat is anchored the crew can at least seek refuge under deck, but navigational instruments in the cockpit still have to endure the Chinese water torture.





We set out from Croatia in 2011 with a newly made spray dodger and a sun awning, but during a very wet rainy season in Panama the waterproofing on the Sunbrella started getting leaky and the lofty sun awning that had been made for the Mediterranean climate proved inadequate to keep out a proper tropical rainstorm. We therefore bought a few cans of waterproofing spray, put a coat on dodger and awning, before installing a sec-

ond layer of canvas on top of the awning complete with rollable side parts to collect water and keep the cockpit dry. Such a dry "porch" has the advantage of providing more living room for the crew and also an area for a clothesline to keep damp things from accumulating below deck.

We were happy and dry for a long time, but nothing lasts for-



## RECIPE:

*1 cartridge of transparent silicone*

*1 bottle of white spirit*

*1 medium-sized brush*

*1 mixing pot (min. ½ l)*

Unfortunately there's no fixed ratio for the silicone-white spirit mix. It depends on the kind of silicone, temperature, humidity, etc. Fill your mixing pot 1/3 with silicone, then start adding white spirit in small amounts and stir until you get a homogeneous paste. Gradually add more white spirit while stirring vigorously until you achieve the consistency of paint. The mix has to be liquid enough to thoroughly penetrate the canvas. Add more white spirit and stir again if it starts thickening in the pot while you are still at work.



ever and after a few years the annoying dribbling-game started again. Unfortunately we were at that point out of waterproofing products and far away from chanderies in the remote archipelago of the Tuamotus in French Polynesia, where we were planning to spend another few months. We did not want to cut our stay short, but when the spray dodger started leaking salty drops during a passage into the potted plants that live below it, the situation got serious: our supply of fresh greens was threatened and we had to do something against that incontinent canvas.

In our despair we therefore turned to an old recipe we had heard of long before, but dismissed as too messy: mixing silicone with white spirit. We neither knew the ratio nor how to apply the paste, so we experimented. When we started mixing small amounts of the two components in a cup it looked like they would never unite. After several minutes of stirring we were ready to give up, but slowly the consistency turned to a smooth paste. We tried to apply it with a brush, but it was too thick and coagulated within minutes. Much more white spirit and longer stirring was needed to achieve a rather liquid mixture that was easy to apply—similar to the consistency of an epoxy primer.

During application the canvas gets wet and of course it looks wet, with dark blotches where it has just been treated and lighter areas where it has started drying. That blotchy look disappears as soon as it's fully dried out after a couple of hours in the sun and the canvas is just as pretty as before. It should still have the chance to fully cure for a day without any rain, so that all the solvent can dissipate while the silicone remains in the material.

We were happy with the look of the result, but would it keep out the rain? During the next downpour we anxiously watched out for leaks, but the rain just formed silvery drops on the Sunbrella that glided gracefully off without soaking the material. Fortunately the result was also rather durable and kept us dry for two years before we had to reapply the magic mixture.

What makes this waterproofing mixture so attractive is that it consists of only two components that most cruising boats carry around in their maintenance locker anyway: transparent silicone and white spirit. The only additional material needed are a mixing cup and a brush. Another advantage is the relatively harmless nature of the chemicals involved. In contrast with many waterproofing sprays no respiratory protection is necessary and once the white spirit has evaporated the canvas smells neutral again. ☺





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# CARIBBEAN REGATTA PREVIEW: JANUARY TO MARCH 2020

BY CAROL M. BAREUTHER



The 'peak season' for Caribbean yacht racing is the first three months of the year, when the weather is the coldest in northern climates and hottest for keen competition in the tropics. Here's a sampling of what's coming up and where you can get on the start line with your boat, as crew or on charter during this prime time of the year:

## **JANUARY 17 – 23:** **Round Barbados Sailing Week**

Thirty-five to 50 boats, including Blue Peter, Spirit of Juno and Conviction, plus schooners Ruth and Tres Hombres are among those registered. New, the main event Mount Bay Round Barbados Race will be run counterclockwise (southabout). "Yachts that have taken part in race be-





fore can have a completely new experience in the same place," says Mike Krimholtz, vice commodore of the Barbados Cruising Club. "The course is particularly favored by smaller boats and multihulls. Whether sailing north-about or southabout is faster remains hotly contested and will have to wait until January 21 to see who is right." [www.roundbarbados.com](http://www.roundbarbados.com)

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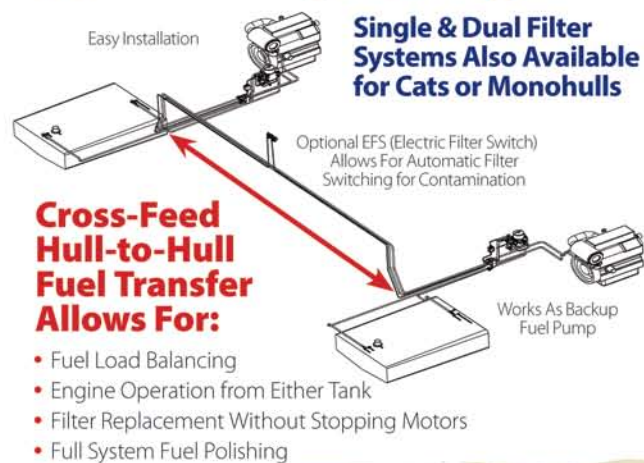
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### JANUARY 18 – 19: San Sebastian Vela Cup

The Academia de Vela at Puerto Rico's Club Nautico de San Juan hosts this regatta, which is timed to coincide with the world-famous 'Fiestas de la Calle San Sebastian', where over a quarter million people party until midnight in neighboring Old San Juan. This sailing event is one of the island's qualifiers for the 2020 World Optimist Championship, to be held this summer in Italy. In keelboats, at least two IC24 teams from the US Virgin Islands are expected to compete. [www.academiadevela.com/en/](http://www.academiadevela.com/en/)

Kiteboarder Mike Hirst set a new record for the Nanny Cay Challenge



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### JANUARY 18: Nanny Cay Round Tortola Race

Sail around Tortola or enter the Nanny Cay Challenge, which expands the circumnavigation course to include Scrub Island, Guana Island and Great Camanoe. All records were broken last year, with a new fastest time set at 1 hour 57 minutes and 15 seconds by the Bieker 53 Catamaran, Fujin. This year, at least six Corsair trimarans are expected to compete. "This event offers a unique opportunity to see the islands from a different perspective and enjoy the post-race party at the famous Nanny Cay Beach Bar," says Tamsin Rand, manager of the host Royal BVI Yacht Club. [www.royalbviyc.org](http://www.royalbviyc.org)

### JANUARY 26 – 31: Island Water World Grenada Sailing Week

Forty to 50 boats including Touch2Play Racing, Liquid, TAZ, C-Mos and The Blue Peter, the latter of which celebrates its 90th anniversary on the regatta's lay day, are registered to race. New, luxury beachfront resort, Silversands Grenada, on Grand Anse Beach, is a race day sponsor thus enabling





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TIM WRIGHT

Grenada Sailing Week -  
*Perseverare Diabolicum*

guests to watch the starts in style. New too is the location of the final night party, says regatta director, Karen Stiell. "Racers and party goers are invited to the 'Aquarium' on Magazine beach, a super stunning location – there couldn't be a better place for the Mount Gay Red Cap Grand Finale party to be!" [grenadasailingweek.com](http://grenadasailingweek.com)

## **FEBRUARY 14 – 16:** **Jolly Harbour's Valentine Regatta**

New, the first race is be spectator-friendly with a start right in the Jolly Harbour Marina. Some 20 sailboats are expected to race. "The courses last year were based on the Olympic model (cannon and reach)," says Grahame Williams, commodore of the host Jolly Harbour Yacht Club. "That was very successful. So, we will be doing it again." [www.jhycantigua.com](http://www.jhycantigua.com)

## **FEBRUARY 15 – 16:** **Sweethearts of the Caribbean and Classic Yacht Regatta**

The BVI's West End Yacht Club hosts this ages-old event out of Soper's Hole, Tortola, with this being the second year both the captain's meeting and awards held at the new clubhouse, located at Omar's Fusion restaurant. "We expect around 20+ entries, with sailors coming from the USVI and Puerto Rico. We plan to have monohulls, catamarans and trimaran included in this year's race, and hope to bring back the couples race as well," says organizer, Kelly Bennett. [www.westendyachtclubbvi.com](http://www.westendyachtclubbvi.com)



## **FEBRUARY 14 – 16:** **Caribbean Multihull Challenge**

This second annual event is open to all multihull sailors on racing catamarans and trimarans as well as chartered cats and cruising multis, according to Stephen Burzon, St. Maarten Yacht Club board member. New, sponsor Oris is offering a prized timepiece for the multihull that races in both this event and the St. Maarten Heineken Regatta and achieves the best combination score. [www.smyc.com](http://www.smyc.com)



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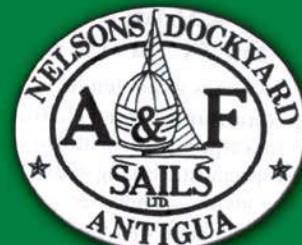
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### MARCH 5 – 8:

#### St. Maarten International Regatta

Known for its Serious Fun tag line, the regatta celebrates its 40th anniversary with a view to the next five years with a new race director at the helm. The anniversary theme runs throughout the event, on the water and off, with surprises planned, says general manager, Michelle Korteweg. "The Volvo's will be represented significantly in 2020, with Team Childhood, formerly Team Brunel, and Maiden Factor. Other entries are a MOD70 Argo, participants from Dominican Republic and a good turnout from Russia and Poland again. In addition, approximately 50 bareboats will join the already existing entry list, so already we are close to 100 entries." [heinenregatta.com](http://heinenregatta.com)

### MARCH 6 – 8:

#### St. Croix International Regatta

New courses are the highlight of this regatta, with its signature

skipper's weight in rum prizes in all main event classes with 6 or more paid entries. "The courses are more suitable for cruisers, live-aboard cruisers and multihulls, for example around Buck Island (whale sightings are common this time of year), Salt River, Grassy Point, also Christiansted Harbour," says Juliet San Martin, who co-directs the St. Croix Yacht Club-hosted event with Karen Stanton. There's also an Optimist dinghy event for advanced and green fleets held at the same time. [stcroixyc.com](http://stcroixyc.com)

### MARCH 11 – 15:

#### Superyacht Challenge Antigua

Record attendance is expected for this 10th anniversary event, designed solely for the pleasure of superyacht owners, their guests and crew. Five J Class yachts – Lionheart, Ranger, Svea, Topaz and Velshedha – are expected to make their debut. Other entries include favorites such as Sojana, Pink Gin and Adela. [www.superyachtchallengeantigua.com](http://www.superyachtchallengeantigua.com)



Gustavia Harbor

PHOTO: ED GUDENAS

### MARCH 19 – 22:

#### St. Barths Bucket Regatta

Over 30 superyachts are expected to compete, including four J Class yachts – Lionheart, Topaz, Svea and Velshedha, with a special day of windward/leeward racing on March 19. Also back are the 115' and 148' Baltic yachts, Nilaya and Visione; the 157' Royal Huisman, Wisp; and 180' Pendennis, Adela. "The Bucket is famous for its traditional and enduring characteristics," says event manager, Jeanne Kleene. This year's Bucket Bash and Prizegiving Ceremony will be held on the beautiful grounds of the Collectivité. [bucketregatta.com](http://bucketregatta.com)



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### **MARCH 27 – 29:**

#### **St. Thomas International Regatta**

One-design sailing is a signature of this event, with over 20 IC24s expected on the start line. CSA Racing, Cruising and Bareboats; Large Multihulls; Beach Cats and other One-Design over 20' are welcome. The host St. Thomas Yacht Club boasts a new beachfront dock, following hurricane damage to the old one in 2017. "We are known as the 'friendly regatta' as we cater to all your needs before and doing the event," says regatta director, Bill Canfield. [www.stthomasinternationalregatta.com](http://www.stthomasinternationalregatta.com)

### **MARCH 30 – APRIL 5:**

#### **BVI Spring Regatta and Sailing Festival**

New cutting edge classes have long been a feature of this nearly half-century strong event, hosted at the Nanny Cay Resort & Marina. Performance Cruising is a 2020 addition. "This class allows the race boats with full interiors to sail with their racing inventories, including spinnakers, against like boats," says race committee chairman, Robert Phillips. The Sport Multihull class, which was added last year, welcome six Corsair trimarans. Overall, there's over 15 classes,

five days of racing, three bodies on which to compete and plenty of parties every night, invites director, Judy Petz. [bvispringregatta.org](http://bvispringregatta.org)





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# SAGAS OF SIX SUBMERGED CARIBBEAN WRECKS

BY CAROL M. BAREUTHER



Wrecks, both boats and airplanes, litter the Caribbean Sea floor. The splendor of these coral crusted fish-o-miniums are often famous today as spectacular snorkeling and scuba diving sites. Yet, there's a tale to tell as to how these wrecks found their way to the deep. Here are a sampling of six:

## 1. Plane Crash Site, Exumas, Bahamas.

Sitting near the Staniel Cay Yacht Club and in only six feet of water, this small, fairly intact crashed plane looks rather unassuming. Yet, its history is intriguingly nefarious. According to

local legend, it was smugglers during the height of Columbian drug lord Pablo Escobar's reign in the 1980's that ditched here from what is thought a lack of fuel combined with being unable to spot the cays poorly lit landing strip. The smugglers and jam-packed booty of drugs onboard are long gone, replaced today with a wealth of corals and tropical fish.

## 2. HMS Endymion, Turks and Caicos.

It was August of 1790 when this British fifth-rate 44 gun warship struck an uncharted rock – now called Endymion Rock, during a storm and sank off the south side of Salt Island. His-

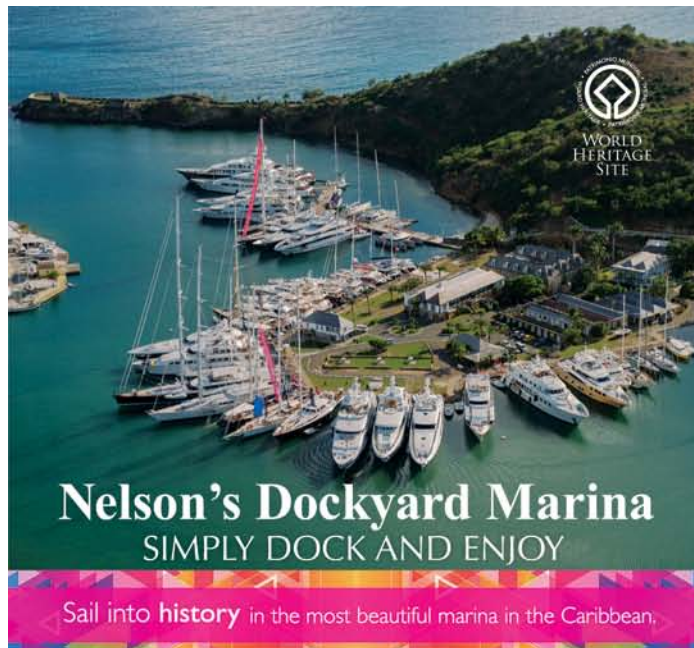




torical records tell she foundered for three days before sinking, and the crew all survived. Back in the 18th century, many British and French ships bound for the West Indies or Europe were required the treacherous Turks Island Passage. The Endymion sat, virtually untouched, until the 1990's when she was re-discovered by a Salt Island resident. Though there's not much left of the Endymion other than anchors, chains and the story of how she landed in this spot.

### 3. Northwind, St. Croix, U.S. Virgin Islands.

USA Today named the shipwrecks in Butler Bay, located north



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Exumas Plane Crash Wreck



of Frederiksted, the number one dive site in the Caribbean. There are a number of shallow and deep water wrecks here. Among them is the 75-foot steel-hulled vessel, Northwind. This ocean-going tug was named after the salvage boat used by treasure hunter Mel Fisher when he recovered the \$450 million-plus in gold, silver and more from the wreck of the Nuestra Señora de Atocha off the Florida Keys. The Northwind played a starring role in the made-for-TV drama 'Dreams of Gold – The Mel Fisher Story'. Unfortunately, the tug washed ashore during 1984's Tropical Storm Klaus. The following year, it was sunk in Butler Bay to serve as an artificial reef.

#### 4. The Rhone, British Virgin Islands.

Thought to be 'unsinkable', the iron-hulled 310-foot sail steamer, RMS Rhone, carried mail and passengers transatlantic, from England to the Caribbean, back in the mid-1800s. It was October 29, 1867, two months short of when the BVI was hit by catastrophic hurricanes, that another category 3 storm blew through. All was well for the Rhone, and her nearly 150 passengers and crew, until the power of the tempest surged after the eye wall passed driving the ship into Black Rock Point off Salt Island where she broke in two. Only 22 people survived. Last year, the Rhone ranked second only to the Butler Bay wrecks at the best dive sites in the Caribbean according to a USA Today poll.

Antilla Shipwreck Dive Site



#### 5. Bianca C. Grenada.

Some call this 1931-built, 600-foot long cruise liner, which sunk off the Spice Island, the 'Titanic of the Caribbean'. Ironically, this ship was first sunk by German forces in 1944 in Europe before the hull was raised and turned into a liner in France. Fast





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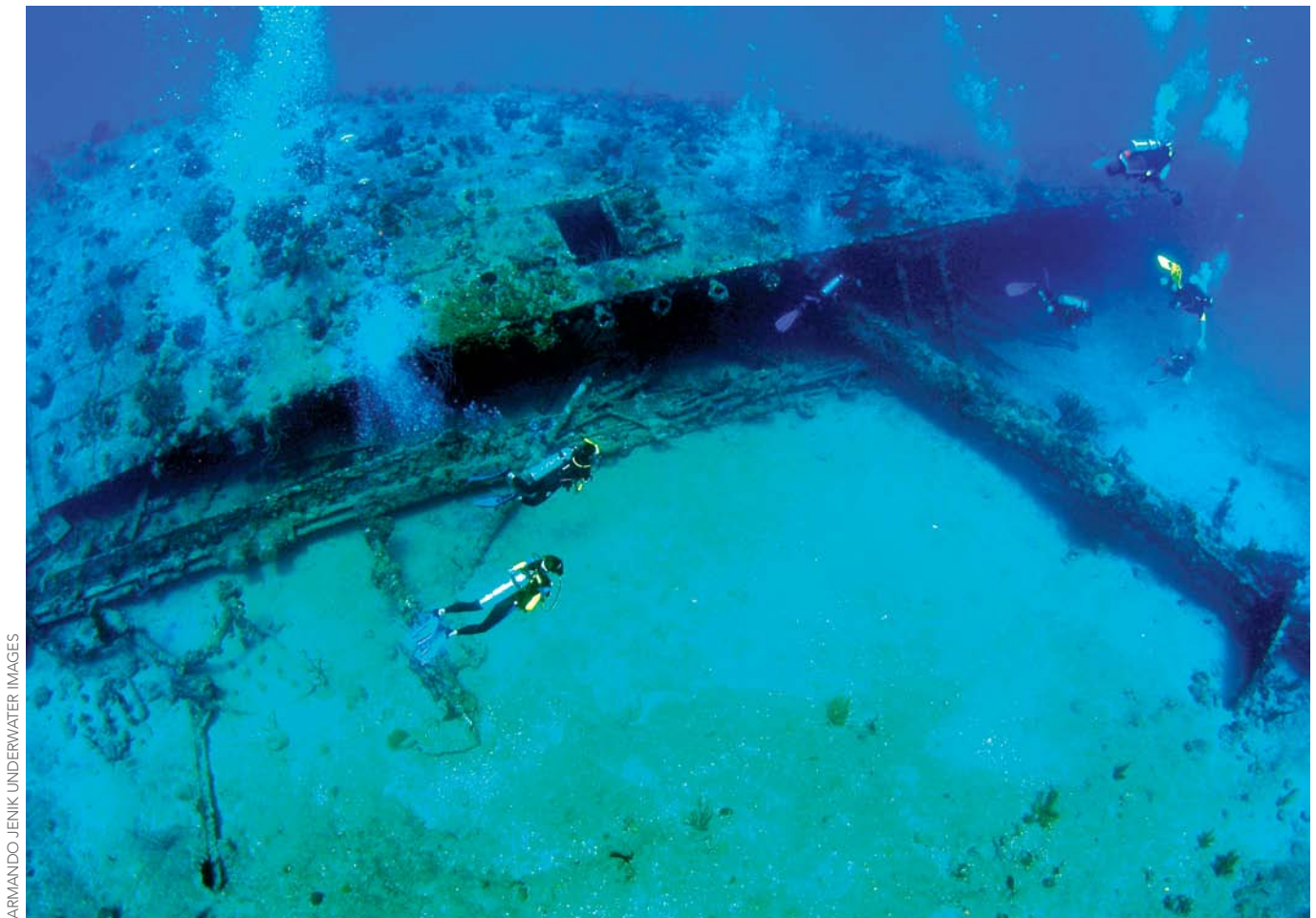
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Antilla Shipwreck Dive Site

forward to 1961, the Bianca C when she sailed from Naples to La Guairá, Venezuela, and stopped in Grenada. Little more than a week later, while in St. George's, the ship caught fire, burned extensively and was ultimately towed out and sunk off Pointe Salines. She is one of the top wrecks off Grenada, as well as the Caribbean, on which to dive.

## 6. Antilla, Aruba.

Built by the Hamburg American Line for trade between Europe and the Caribbean, this 1939-launched cargo ship never lived to see her second birthday afloat. Instead, she held a role in one of the many World War II stories that played out in the Caribbean. It all started a little over a month after the Antilla's launch when the captain received a coded message to head for neutral ports as Germany invaded Poland. At the time, she was in Galveston, Texas, loaded with sulfur destined for Europe. The Antilla arrived and anchored off Aruba, a place she was about to be seized the next spring after Germany invaded Denmark, Norway and then the Netherlands. The crew set her ablaze, scuttled and ultimately sank her. Today, the 398-foot Antilla, laying on her port side in Malmok Bay, is one of the largest shipwrecks in the Caribbean.





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# CRUISING GUIDE TO THE SPANISH VIRGIN ISLANDS

BY CAPT. SHANE MCCLELLAN







I ran a charter business in the US and British Virgin Islands aboard my Lagoon 410, the Guiding Light, for the last eight years. Due to this I have left Charlotte Amalie harbor many, many times over the last couple of years, but I have always turned left and headed upwind to St John and the BVI. This time my parents came to visit and I wanted to show them a more tranquil side of the Virgin Islands that few guests chose to see, so we turned to the right instead and sailed the same distance as the BVI in order to visit the Spanish Virgin Islands.

I am surprised how many people don't know there are islands close to the western coast of St Thomas. In fact there are two main islands, Culebra and Vieques, along with many smaller islands before you get to Puerto Rico. I think this lack of knowledge is due to the US Navy restricting access in the past in order to use the islands for target practice and training, but that stopped in 1975 and 2008 respectively. The islands are all part of Puerto Rico, where Spanish is the primary language, giving them the moniker of the Spanish VI in order to keep with the USVI and BVI naming practice.

One of my favorite anchorages is Ensenada Dakity at the harbor entrance of Ensenada Honda, where even with 20+ knots of wind it is flat calm behind the reef. You will never find a cooler anchorage as the wind sweeps over the reef in this quiet, calm, and uncrowded place to pick up a free mooring. From here you can dinghy into the great little town of Dewey where you might have to go to the airport to finish clearing customs, which you have to do even if coming from the USVI. Once in town make sure to check out the Dinghy Dock (both a place to tie the tender and a restaurant), the lift bridge (which was raised one time got stuck and was never raised again), Zaco Taco (a wonderfully relaxed backdoor patio restaurant), the post office (it looked like it was out of the old west), and the museum (note it is a long way from town and is only open on certain days).

From here we sailed to the north harbor of Culebrita, a wonderful island a couple miles from Culebra. This island has it all from a fantastic beach on the north and west side (use this side during the north swell), to wonderful hiking trails, an unbelievable lighthouse (typical Spanish design built in 1882), a "Jacuzzi" (a calm pool of water on the wild windward coast), eye popping snorkeling, and free moorings to boot. What a great way to spend a day.

Another great place to spend a day is at Flamenco Beach. I recommend walking, biking, or taking a cab from Dewey due to the exposure from the north. I usually anchor in Bahia de Sardinias on the west coast as this puts you right into town through the natural cut of water. The beach is beautiful and crescent shaped with fantastic sand, but the coolest feature is two WW2 Sherman tanks on the beach. These tanks were used as target practice by the Navy and when they stopped using the island back in 1975 they left them to rust on the beach. Now it is super cool to have your photo taken on them, near them, and of them.

Since we are on now on the west coast of Culebra I recommend snorkeling at the southernmost bay on the west side just north of Punta del Soldado, where you will find a coral farm and research area. A spot I like to snorkel even more is two thirds of the way up the west coast in the bay just south of Point Tamerindo Grande. This is a quarter mile due north of Luis Pena Island, which is part of the National





Wildlife Refuge and affords a great place to pick up another free mooring in one of four bays. On this island you can enjoy the beach on the north side, two anchorages on the west side, another on the southeast corner, and you can take your dinghy to the islets strung off to the west.

It is also a perfect place to spend a quiet night before you sail 10 miles south to Vieques. You could visit Isabel II, which sits about midway along the north shore. One of the best features of this town is the fort that sits on a hill over the town. This was the last fortification built by Spain in the new world. Apparently it cost so much to build, the Queen asked if they were using actual gold bricks for the construction material. I find the bay to be too bumpy so usually skip it. Instead I took my parents around the eastern tip of Vieques and would have loved to stopped at Bahia Icacos on the north side right at the eastern tip, which is considered to be one of the best in the Caribbean, but the anchorage has been closed for years now as the Navy cleans up the ordinance left after their years of

bombing the island. Once we whipped around the eastern tip of the island I anchored in Bahia Salina del Sur on the south coast. This bay is only about half a mile overland from Bahia Icacos. The Navy has not completed cleaning up this anchorage therefore not a lot of cruisers think of coming here, but as long as you don't go past the beach (and watch where you anchor) you should be fine. My mother and I snorkeled for over an hour looking at all the debris left behind. We found two shipwrecks and several pieces of ordinance. I found it fascinating, but I think my mom was a little disturbed.

After the nice lunch stop we sailed a couple miles west to another Ensenada Honda. This one is devoid of building on the surrounding hillsides and offers wonderfully calm anchoring at the head of the bay. Before you go though there is amazing snorkeling on the reef at the harbor entrance, if conditions are not too rough.

The next day we sailed to the town of Esperanza and I highly recommend paying for a mooring in this bay since the holding is





not very good. While walking around Esperanza you will notice a bit more of a touristy feel. This is due to it being the best place in the entire world to see bioluminescent (microscopic creatures which light up when disturbed) and there are several companies offering two hour night tours for around \$40. Seeing the water light up when you move around in it was pretty amazing and quite captivating. You may also want to check out the snorkeling around Cayo Real and the beach at Ensenada Sun Bay. One final stop in this town is the local "Stonehenge", which is a rock outcropping on a small hill. I am told the native Taino Indians moved some of them here to form a religious site. If you seek this site out I guarantee you will see something few others visit.

We spent our final night on Vieques on the west coast. Here you will find beaches all along the coast and all you have to do is pick the secluded spot you want to call your own private beach. Be careful though you might end up wasting away several days as you enjoy the beaches, snorkeling, and solitude on this end of the island before you head towards the east coast of Puerto Rico.

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Palmintoes

We bid Vieques a fond farewell as we sailed away from the west coast one morning with just the jib up. It was a fast, dead downwind 10 mile sail to Cayo Santiago, also known as Monkey Island. This island is home to a research facility established in 1938 with the importation of 409 rhesus monkeys from India. Now there are around 700 monkeys roaming around the island. This is still an active research facility so you are prohibited from stepping on the island, but you are allowed to observe the monkeys by staying well offshore. This is always a hit when I bring people there and my parents were no different.

The next morning we motored upwind about 8 miles in order to round a point just past Roosevelt Roads, which is a closed naval base. Once around the point we anchored in the lee of Isla Pineros. This island is only a mile or so from Puerto Rico and causes a natural channel, but if you get to the middle of the west coast and go directly to the beach you will be able to anchor out of the way of boat traffic. Just head in until

the depth is appropriate for your draft. The anchorage is a good strategic location, but the beach and snorkeling off the boat are not worth the effort due to grass and mud. However, there is decent snorkeling at either point on the west coast and some rocks across the channel hold lots of promise.

After another peaceful night we sailed to the north end of the east coast and explored Cayo Lobos (be careful since it seems there are at least three different islands called Lobo). This anchorage is not quite as protected and is against a private island with lots of guard dog signs. There was some very nice snorkeling right off the back of the boat. Cayo Icacos is half a mile away and has a wonderful beach that is very popular with day boats. Plus between the two islands are lots of reefs and rocks to explore with the dinghy.

We spent our final night at Isla Palominos, which is the best island on the east coast of Puerto Rico. Let me clarify this



Guiding Light at anchor



statement by saying the monkeys were amazing, but that is all there is to do on Cayo Santiago. While Palominos has free moorings, reefs to snorkel right in the middle of the mooring fields, a beach club, and a small islet right next to it called Palomintos. This islet was not much more than a sand bar with some brush on it and walking around it took all of about 2 and a half minutes, but it is so easy to relax and before you know it half the day is gone.

Our final destination this cruise was Puerto Del Rey, the largest marina in the Caribbean. In fact it is so popular the Pirates of the Caribbean leave their movie prop boat here some times. I was having the Guiding Light hauled out of the water and stored on land for the hurricane season for the 6th year in a row. On the way to the Puerto Del Rey we sailed past Isleta Marina, the first marina on this side of Puerto Rico. It features two high rise condos, an extensive dock, some boatyard capabilities, and an anchorage in the cradle of this island.

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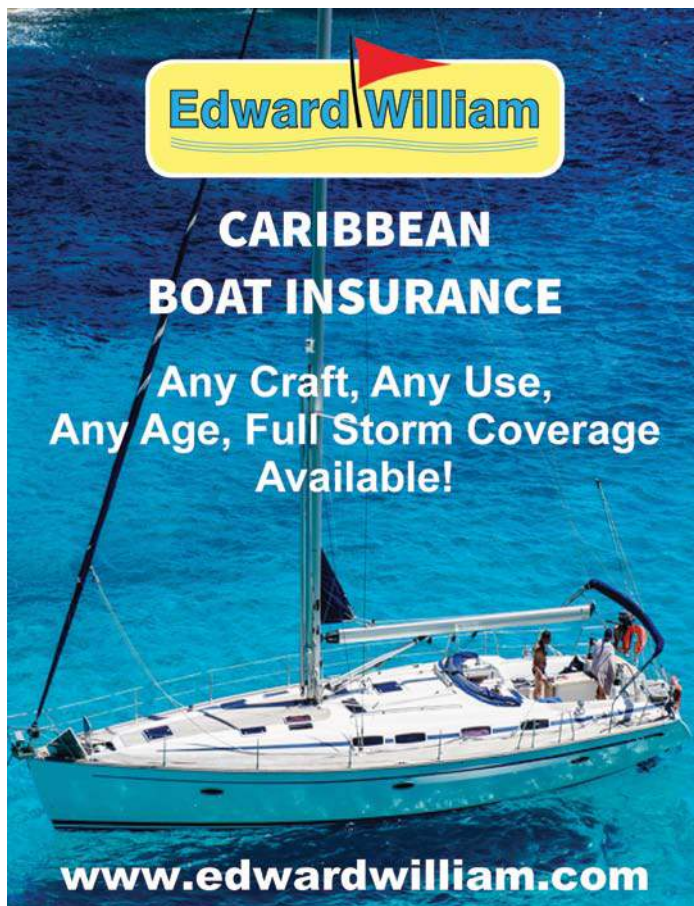
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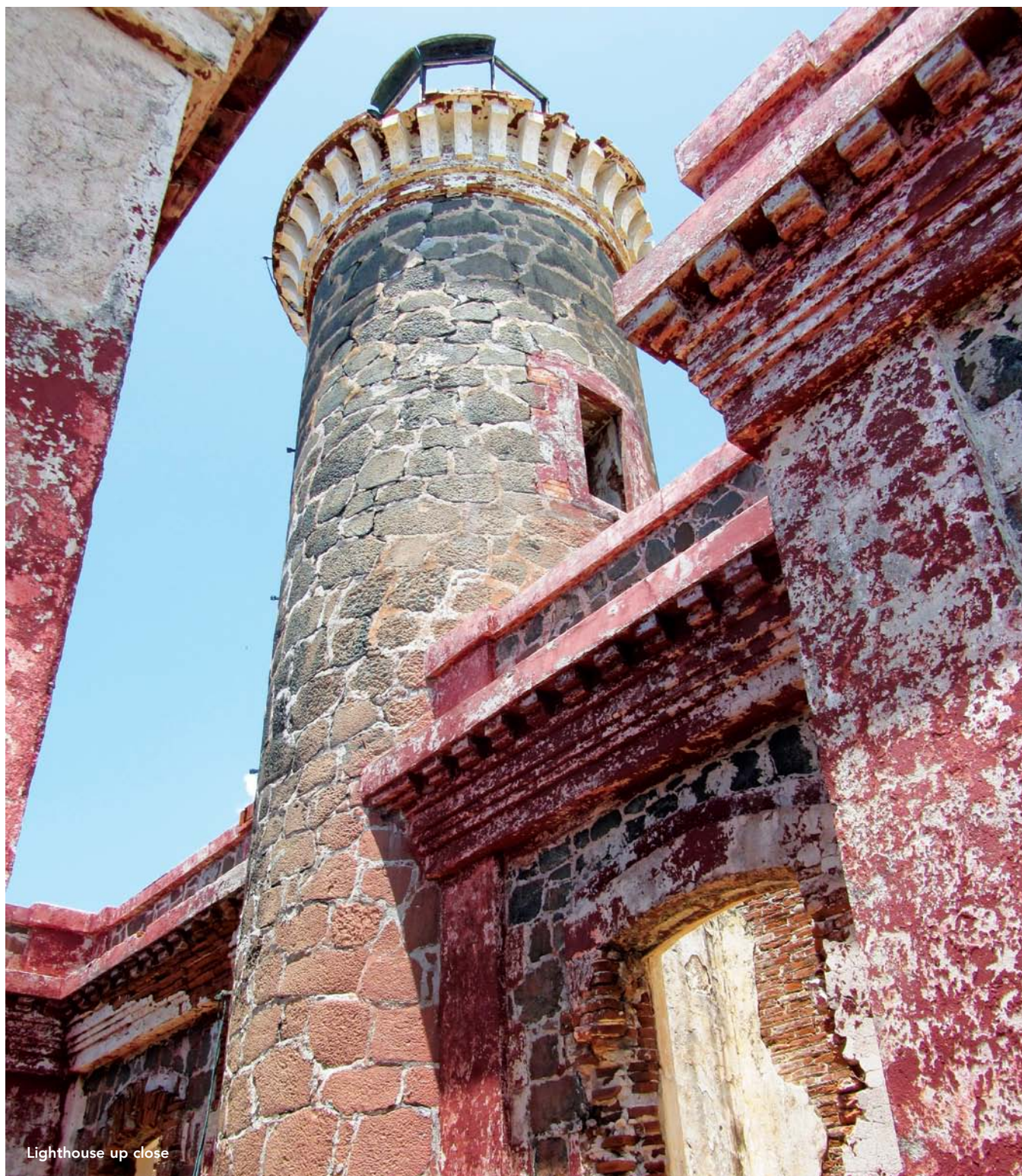
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Lighthouse up close

The best part about hauling the boat out after a great week long cruise with my parents is that I got to spend another several days showing them the land side sites of Puerto Rico including El Yunque Rain Forest, old San Juan, and the Arecibo radio telescope.



*After 8 years of running charters in the Virgin Islands, Captain Shane has moved the Guiding Light down island to explore and show off the Windward Islands to guest in 2020. The Great Antilles, including Cuba, and Belize are planned for 2021.*



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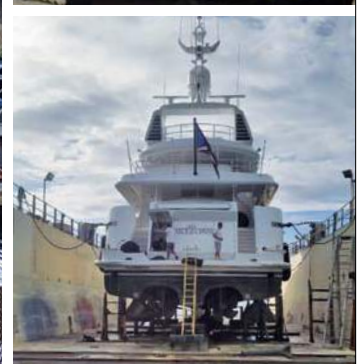


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# TO FREEZE OR NOT TO FREEZE?

BY BIRGIT HACKL



Ice cubes

Leaning back with a cocktail in hand in the comfort of your own cockpit in good company while the sun is touching the horizon and the sky starts glowing in orange, pink and purple—having a sundowner is a sacred ritual on most cruising boats. No matter if we've had glorious sailing in calm waters on a beamreach, exciting snorkeling in spectacular underwater landscapes or an entire day of engine maintenance with the usual messy complications followed by mopping up the bilge—a sundowner makes a great day even better and takes the edge off an annoying one. But how essential is it really to have ice cubes in that drink? On *Pitufa* we have our cocktails without ice, not because we detest daiquiris, rather because of energy considerations.

Before we set out cruising in 2011 we repaired, renewed and upgraded our newly acquired but 20 year old Sparkman and Stephens sloop that would become our swimming home, trying to decide which amenities we would need to keep us happy and which ones would only be a burden in the long run. As environmentally-aware cruisers we decided against a diesel or gasoline generator, we wanted to meet all our energy requirements exclusively with alternative sources. Therefore we installed a wind generator and 200 W of solar panels. We later found out that this was by far not enough, so we kept buying panels instead



Noisy generator



of souvenirs along the way until we were satisfied with 400 W. We bought a watermaker to be free to stay in remote places and of course we had to bring our laptops for navigation, communication and entertainment. Having a fridge seemed essential, not only for cold beer, but to keep that fresh provisioning fresh for a long time--cheese, sausages, vegetables and fruit keep for weeks or even months in a moderately cool fridge. Of course we were tempted to buy a freezer as well. It would have been convenient to keep things even longer and it would have widened our menu plan, but we feared that it would topple over our energy budget that was standing on wobbly knees as it was. In the end we opted against one and we have never regretted that decision.

We use our batteries very conservatively, hardly ever drain them lower than 90% and they thank us by lasting many years. It has become an automatic habit on *Pitufa* to use electric appliances while the solar panels work best, so we run our watermaker for a few hours around noon, charge the batteries of our laptops, cameras, etc. and cool down the fridge as long as it's sunny. Whenever the energy situation is not ideal, e.g. after an over-cast day without a breeze, we turn off all gadgets after dark and adjust the thermal switch on the fridge by a few degrees. On evenings like those our pleasant, but ice-free sundowner routine is often disturbed by the droning of noisy diesel generators on neighboring boats whose owners do have those clinking cubes in their drinks. As a side-effect they have to charge their batteries to help them through the night with the freezer running.

The freezer is the one thing on a boat you can never turn off, at least if you don't want to risk food poisoning. We know quite a few cruisers whose generators suddenly quit while they were in remote areas. They were then caught between a rock and a hard place: they could either try and eat the contents of their freezer before it went bad, rush to the next anchorage with a town big enough to have a mechanic and spare parts to repair the generator or damage their batteries by draining them to a painful level overnight. Whatever the decision, we were always willing to help by eating defrosted goodies, trying to repair the generator or lament the passing of the overwhelmed batteries with them while silently cheering our own decision not to bring a freezer.

Yes, it would be convenient to just cut a freshly caught fish into big steaks and stuff them into the freezer, but making preserves with jars in the pressure cooker is not that much work either. Alternatively we pickle fish and we have friends who dry or smoke their catch to make it last a long time. The same strategies work to preserve meat while provisioning for an extended stay in areas without (well-stocked) shops.

Of course we are keeping an eye on new developments in the world of technology and it looks like lithium batteries may become affordable in the near future. Batteries that don't mind deep-cycle discharging would change our energy budget completely and make a freezer suddenly feasible and probably desirable. Until then we are perfectly happy without those ice cubes. Cheers! ☺



Sundowners in nice company



# RON CENTENARIO RESERVA DE LA FAMILIA 18 YEAR OLD

RUM BY CLINT AND TERRY BORAM



Over the years we have reviewed several rums from the Central American region. Panamanian rums such as Kaniche and Ron Abuelo hold their own against any of the finer Caribbean rums while Ron Zacapa from Guatemala is known as the gold standard benchmark in rum competitions. This month we ventured into Costa Rica where Ron Centenario rum has quickly grown from a local to an international brand.

Centenario Internacional was established in the late 1970s under the name of Seagram of Costa Rica S.A. The company represented several global brands as well as producing some spirits of their own including Vodka Nikolai and Ronrico white rum. The Ron Centenario brand was created in the 1980s as a high quality artisanal rum for the consumer with a more refined and demanding palette helping propel the company into being the rum leader in Costa Rica.



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Shortly after the company's name changed in 2002, Centenario Internacional became an independent company and began exporting to the United States and countries within Europe. Today the company exports a variety of blanc and flavored rums along with a line of sipping rums ranging from 5 - 30 year olds.

Ron Centenario Reserva de la Familia 18yo is made from sugar cane grown locally in Costa Rica's rich, volcanic soil. Once distilled, the rum is aged in white oak barrels for up to 18 years using a traditional solera system.

Our best friend, James, was in town for this tasting so we welcomed his opinion. Unfortunately this rum didn't spark much debate between the three of us, all agreeing on many of the notes and overall opinion.

The dark mahogany liquid provides rich lacing on the glass. The nose is extremely subtle with all of us lingering over the scent for quite some time looking for a dominant profile to present itself. There are soft notes of coconut husks with hints of vanilla on the back end and absolutely no alcohol burn. The palate is just as subtle with no single note taking the lead. Clint tastes some oak which provides a bit of spice while Terry and James struggle to find any notes worth mentioning. The producers want you to experience wet tobacco, chocolate and spices such as nutmeg, allspice and mace. Terry will concede maybe a hint of dark chocolate, however the strong spices are just not there. Having this rum over ice, while refreshing, doesn't bring out more notes. The finish lingers ever so slightly and doesn't provide a warming effect.

Despite the subtlety of the rum's notes, we continued going back for more. At \$46/bottle we expected more from Ron Centenario Reserva de la Familia 18yo however, we will definitely keep the rum in our stock to share with others who simply want a good quality rum to enjoy rather than contemplate.

**3.75 OUT OF 5**



#### **SIPPING RUM SCALE**

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

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



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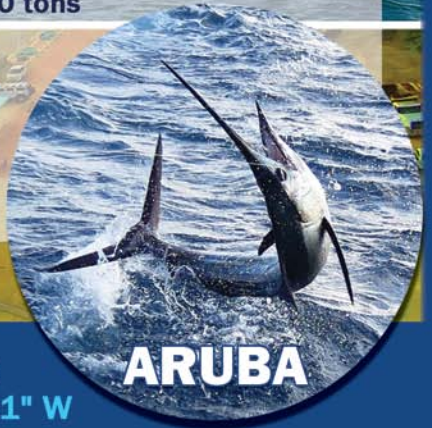
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Antigua	<b>Falmouth Harbour Marina</b> www.antigua-marina.com	268-460-6054	20'	380'	60	●	110/220/380 3 phase	●	●	●	●	●	●	●	68/10	●
Antigua	<b>Jolly Harbour Marina</b> www.jhmarina.com	268-462-6042	13'	200'	160	●	110/220		●	●	●	●	●	●	68	FREE
Aruba	<b>Renaissance Marina Aruba</b>	297-588-0260	13'	200'	50	●	110/220		●			●	●	●	16/69	●
Aruba	<b>Varadero Caribe</b> www.varaderoaruba.com	297-588-3850	8'	120'	75	●	50/30 amp				●		●	●	68	●
Curaçao	<b>Curaçao Marine</b>	5999 465 8936	13'	120'	30	●	110/220/380		●		●	●	●	●	67	FREE
Curaçao	<b>Curaçao Yacht Club</b> www.curacaoyachtclub.com	5999-767-4627	16'	160	120	●	110/220 v; 50 hrz		●	●	●		●	●	68	FREE
D.R.	<b>Casa de Campo Marina</b>	809.523.8646/ 8647	16'	250'	350	●	110/220 v to 60 hrz	●	●	●	●	●	●	●	68	●
D.R.	<b>Marina Zar Par</b>	809-523-5858	12'	120'	110	●	110/220, 308	●	●	●	●	●	●	●	5	FREE
D.R.	<b>Ocean World Marina</b>	809-970-3373	12' +	250'	104	●	110/220	●	●	●	●	●	●	●	16/68	●
Grand Cayman	<b>Barcadere Marina</b>	345-949-3743	8'	150'	83	●	30, 50, 100 & 200 amp single phase; 100 & 200 amp 3 phase; 60hz		●	●	●		●	●	16	FREE
Grenada	<b>Clarks Court Boatyard &amp; Marina</b>	473-439-3939	11'	150'	20	●	110/220; 50hrz				●	●	●	●	68	FREE
Grenada	<b>Grenada Marine</b>	473-443-1667	15'	70'	4	●	110/220		●		●	●	●	●	16	FREE
Grenada	<b>Le Phare Bleu Marina</b>	473-444-2400	15'	120'	60	●	110/220/480		●	●	●	●	●	●	16	FREE
Grenada	<b>Port Louis Marina</b>	473-435-7431	14.76'	90m	170	●	110/208/220/230/240/ 400/480/630V	●			●	●	●	●	14	FREE
Grenada	<b>Whisper Cove Marina</b> www.whispercovemarina.com	473-444-5296	15'	100'	18	●	110/220, 50hrz				●	●	●	●	68	●
Guadeloupe	<b>Marina Bas-du-Fort</b>	590 590 936 620	15.5'	210'	1,100	●	110/220/380		●	●	●	●	●	●	9	FREE
Jamaica	<b>Errol Flynn Marina &amp; Shipyard</b>	876-715-6044	32'	600'	33	●	110/220/480 1&3PH 50/60HZ	Cable	●	●	●	●	●	●	16/9	FREE
Panama	<b>Bocas Marina</b> www.bocasmarina.com	507-757-9800	20'	150'	83	●	110 -220v		●		●	●	●	●	68	FREE
Panama	<b>Red Frog Beach Marina</b> redfrogbeach.com an  IGY destination™	+507 6726-4500	20'	300'	84	●	50 Amp 110/220V 60 Hz, 100 Amp 220V 60 Hz, 200 Amp 480V 60 Hz 3-phase		●	●	●	●	●	●	68	●
Panama	<b>Shelter Bay Marina</b>	507-433-3581	20'	320'	192	●	60 HZ, 120/240V 50-Amp, 100 Amp Single Phase, 208V	●	●	●	●	●	●	●	74	●
Puerto Rico	<b>Club Nautico de San Juan</b>	787-722-0177	31'	250'	121	●	110 volts / 220 / 480 for megayachts		●	●	●	●	●	●	16/10 68	●
Puerto Rico	<b>Marina de Salinas</b>	787-824-3185	10'	65'	103	●	120/220V, 30/50 amp		●	●	●	●	●	●	16	●
Puerto Rico	<b>Marina Pescaderia</b> www.marinapescaderia.com	787-717-3638	8'	115'	99	●	30, 50, and 100 amp		●	●	●	●	●	●	16	FREE
Puerto Rico	<b>Ponce Yacht &amp; Fishing Club</b>	787-842-9003	20'	150'	169	●	110/220V, 30A, 50A and 100A		●	●	●	●	●	●	68	FREE
Puerto Rico	<b>Puerto Del Rey Marina</b>	787-860-1000	15'	260'	1,000	●	120/208V single & 3 phase; 30, 50, 100 & 200 amps; 60 Hz	Cable	●	●	●	●	●	●	16/71	FREE
Scrub Island, BVI	<b>Scrub Island Resort, Spa &amp; Marina</b> www.scrubisland.com	(284) 394-3440	30'	160'	55	●	30, 50 & 100 amp				●	●	●	●	74	●



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St. Croix	<b>Green Cay Marina at Tamarind Reef Resort</b>	340-718-1453	8'	100'	154	●	110/220V - 30A, 50A, 200A	●	●	●	●	●	●	●	●	16	FREE
St. Croix	<b>St. Croix Marine</b>	340-773-0289	11'	150'	44	●	110/220	●	●	●	●	●	●	●	●	16/18	
St. Lucia	<b>Rodney Bay Marina</b> www.igy-rodneybay.com an IGY destination™	758-458-7200	14'	285'	253	●	120V- 480V, 30/50/100/125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	●	●	●	●	●	●	●	●	16	FREE
St. Lucia	<b>The Marina at Marigot Bay</b>	758-451-4275	16'	250'	40	●	110/220/380, 50/60 Hz	Cable	●	●	●	●	●	●	●	16/12	●
St. Maarten	<b>Bobby's Marina</b> www.bobbysmarina.com	721-542-2366	12'	130'	80	●	110/220V		●	●	●	●	●	●	●	16/69	●
St. Maarten	<b>Island Water World Marina</b>	599-544-5310	8'	70'	47	●	110/220V, 60Hz		●	●	●				●	74	FREE
St. Maarten	<b>Lagoon Marina Cole Bay Waterfront</b>	599-544-2611	9'	100'	45	●	110/220	●		●	●	●	●	●	●	16	FREE
St. Maarten	<b>Simpson Bay Marina</b> www.igy-simpsonbay.com an IGY destination™	721-544-2309	13'	196'	114	●	480V 3-phase 100 amps/leg; 220V 3-phase 100 amps/leg; 220V 50 amps; 110V 30 amps 60hz	●	●	●	●	●	●	●	●	16/79A	FREE
St. Maarten	<b>The Yacht Club at Isle de Sol</b> 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	<b>American Yacht Harbor</b> www.igy-americanyacht-harbor.com an IGY destination™	340-775-6454	10'	110'	134	●	120/208Y/240 VAC 30 to 100 amps, 60 Hz	Cable	●	●	●	●	●	●	●	16/6	FREE
St. Thomas	<b>Crown Bay Marina</b> www.crownbay.com	340-774-2255	24'	200'	99	●	30, 50, 100amp 120v, 208v, 220v, 480v	Cable	●	●	●	●	●	●	●	11	FREE
St. Thomas	<b>Yacht Haven Grande</b> www.igy-yachthaven-grande.com an IGY destination™	340-774-9500	18'	656'	48	●	120/208Y/240/480Y VAC 50 to 600 amps, 60 Hz Ability to hard wire	Cable	●	●	●	●	●	●	●	16/10	FREE
Tortola, BVI	<b>Nanny Cay Marina</b>	284-494-2512	12'	125'	200	●	110/220		●	●	●	●	●	●	●	16	●
Tortola, BVI	<b>Soper's Hole</b>	284-495-4589	25'	170'	50	●	110/240	Cable	●	●	●	●	●	●	●	16	Cafe
Tortola, BVI	<b>Village Cay Marina</b>	284-494-2771	12'	200'	106	●	110/220/308	Cable	●	●	●	●	●	●	●	16/71	FREE
Trinidad	<b>Power Boats Ltd</b>	868-634-4346	13'	65'	40	●	115/220		●	●	●	●	●	●	●	72	●
Turks & Caicos	<b>Caicos Marina &amp; Shipyard</b> www.caicosmarina.com	649-946-5600 649-232-1905	9'	150'	100+	●	30/50/100 amp		●	●	●	●			●	16	FREE
Virgin Gorda	<b>Virgin Gorda Yacht Harbour</b>	284-495-5500	10'	180'	94	●	110/220		●	●	●	●	●	●	●	16/11	●
Colombia	<b>Marina Santa Marta</b> www.marinasantamarta.com an IGY destination™	+574363601	11.5'	132'	256	●	110/220V, 60hz		●	●	●	●	●	●	●	16/72	FREE

## OUTSIDE OF CARIBBEAN:

Boston, MA	<b>Boston Yacht Haven</b>	617-367-5050	22'	300'	100	●	480V, 100 and 200 amps; 240V single-phase; 208V 3-phase, 100 amps; 240V, 50 amps; 120V, 30 amps	Cable	●	●	●	●	●	●	●	09/16	FREE
Cabo San Lucas, Mexico	<b>Marina Cabo San Lucas</b> www.igy-cabosanlucas.com an IGY destination™	+52 624 173 9140	26'	350'	380	●	110V 30 amps; 220V 50 amps; 100 amp 3-phase, 480V 150 3-phase		●	●	●	●	●	●	●	88A	FREE
NY Harbor - Manhattan	<b>North Cove Marina at Brookfield Place</b> www.igy-northcove.com an IGY destination™	917-677-7680	16'	175'	18	●	110V, 220V; 480V 3-phase				●	●	●	●	●	69	FREE

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# CARIBBEAN BOATYARDS

## All At Sea's Caribbean Boatyards Guide

		Latitude	Longitude	Phone Number	Maximum Draft	Maximum Length	Maximum Beam	Maximum Air Draft	Power Supply	Arrival Hours	Lift 1 Type / Capacity (Tons)	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facilities
Antigua	Jolly Harbour Marina / Boat Yard	17 04 46.4 N	61 54 37.0 W	(268) 462-6041	13'	80'	19'	no limit	110/220	8am-5pm	70	•	•	•	•	•	•	•
Antigua	North Sound Marine	17.1167	-61.7500	(268) 562-3499 \ (268) 764-2599	15'	no limit	31'	no limit	Anything	24x7	150	•	•	•	•	•	•	•
Aruba	Varadero Caribe	12 32 N	70 02 W	297-588-3850	8'	120'	45'	no limit	50/30 amp	8am-5pm	60	•	•	•	•	•	•	•
Freeport, Grand Bahamas	Bradford Marine Bahamas	26' 31.189 N	78' 45.566 W	242-352-7711	35	400	50	no limit	30/50/100/480	24/7	150	•	•	•	•	•	•	•
Tortola, BVI	Nanny Cay Hotel & Marina	18 25 0 N	64 37 0 W	(284) 494-2512	11'	160'	45'	no limit	110v 30amp/220v 50amp/ 3phase 100 amp	7am-6pm	70	•	•	•	•	•	•	•
Tortola, BVI	Soper's Hole	18°23' 46"	-64° 41' 53"	(284) 495-3349	7'	65'	18' and 40'	no limit	110/220	8-5, Mon-Sat	45	•	•	•	•	•	•	•
Tortola, BVI	Tortola Yacht Services	18 25 N	64 37 W	(284)-494-2124	10'	68'	20'	no limit	220V, 50A, 110V, 30A	7-4, 7days	70	•	•	•	•	•	•	•
Virgin Gorda, BVI	Virgin Gorda Yacht Harbour	18.45222	-64.43750	284-495-5318	10	150	34	no limit	110/120	7am-6pm	70	•	•	•	•	•	•	•
Curaçao	Curacao Marine	12° N	68° W	599 9 562-8000	9'	120'	33'	193	110/220 380	8am-5pm	60	•	•	•	•	•	•	•
La Romana, D.R.	IBC Shipyard	18° 23' 55" N	68° 53' 55" W	+809 449 3321/3323	12'	110'	26'	no limit	110/220 3 phase 100/50/30 amp	8-5 M-F	120	•	•	•	•	•	•	•
Grenada	Clarks Court Boat-yard & Marina	12° 00.6' N	061° 44.0' W	473-439-3939	11'	150'	37'	0	110/220; 50Hz	7:30am-4:30pm	242	•	•	•	•	•	•	•
Grenada	Grenada Marine	12° 01:20	61° 40:42	00-1-473-443-1667	12'	75'	31.5'	0	110/220	8-5, M-F; 8-12, Sat	70	•	•	•	•	•	•	•
Grenada	Spice Island Marine Services	12.041 N	61.45 W	473-444-4257	12'	70'	25.4'	0	110/220	8-4 M-F	70	•	•	•	•	•	•	•
Panama	Bocas Yacht Services	09° 17.3' N	082° 23.06 W	507-6619-5601	10'	65'	20'	no limit	120/220	7:30-3:30pm	60	•	•	•	•	•	•	•
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	•	•	•	•	•	•	•
Puerto Rico	Puerto Del Rey Marina	18° 17.3 N	65° 38 W	787-860-1000	15'	150'	33	no limit	120/208V single & 3 phase; 30, 50, 100 & 200 amps; 60 Hz	8am-5pm	155	•	•	•	•	•	•	•
Sint Maarten	Megayard	18°02' 13.24 N	63°05' 08.52 W	1-721-5444-060	12'	200'	33'	12'	110/220	8-5 M-F	150	•	•	•	•	•	•	•
St. Lucia	Rodney Bay Marina an IGY destination	14°04 '32.72" N	60°56 '55.63" W	758-458-7200	11'	75'	28'	no limit	120V- 480V, 30/50/ 100/125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	8am-5pm	75	•	•	•	•	•	•	•
St. Croix, USVI	St. Croix Marine	17° - 45' N	64° - 42' W	340 773-0289	11'	68'	13'-8"	no limit	110v 30amp; 220v 50amp; 3 phase 100amp	8-5, Mon-Sat	60	•	•	•	•	•	•	•
St. Kitts	St. Kitts Marine Works	17° - 20.3' N	62° - 50.1' W	1-869-662-8930	12'	120'	35'	no limit	110/220/3 phase 100amp	7-4 M-F	150	•	•	•	•	•	•	•
St. Thomas, USVI	Subbase Drydock	18 N	65 W	340-776-2078	16.5'	190'	50'	no limit	440 three phase/220/110	8-5, Mon-Sat	1000	•	•	•	•	•	•	•
Turks & Caicos	Caicos Marina & Shipyard	21.45.57N	72.10.47W	649-946-5600	9	150			30/50/110 amp	24x7	75	•	•	•	•	•	•	•




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# SOUTHEAST U.S. MARINAS

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

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


					Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF	Channel	Wireless Internet	
Washington D.C. / MD	VA MD	<b>National Harbor Marina</b> www.igy-nationalharbor.com an  IGY destination™	301-749-1582	Call	160'		●	30/50/100 single and 3 phase		●	●	●	●	●	●	●	●	71/16		●	
Beaufort	NC	<b>Jarrett Bay Boatworks</b>	252-728-7100	10'	135'	30	●	30/50/100 Amp			●	●	●				●	16		FREE	
Fort Pierce	FL	<b>Fort Pierce City Marina</b>	772-464-1245	7'	150'	240	●	30/50/100 Amp			●	●	●	●	●	●	●	16/78		FREE	
Miami Beach	FL	<b>One Island Park</b> www.igy-miami.com an  IGY destination™	754-701-4020	40'	150- 800'	8	●	100 single & 3 phase/ 200/480/600 Amp			●	●		●	●		●	11/16		FREE	
Marathon	FL	<b>Marlin Bay Yacht Club</b> www.marlinbay.com/marina	305-731-2207	7'	60'	28	●	30/50 Amp					●				●	16		FREE	
St Petersburg	FL	<b>Maximo Marina &amp; Boatyard</b> 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

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

				Maximum Draft	Maximum Length	Maximum Beam	Maximum Air Draft	Power	Arrival Hours	Lift Type/ Capacity	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facility
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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3



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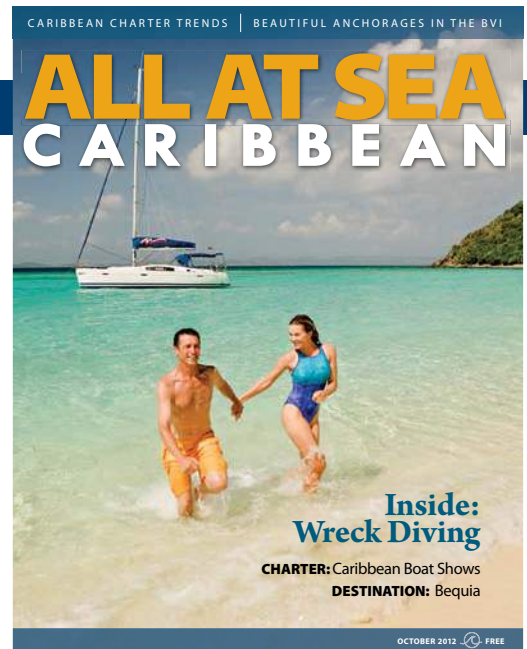
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8



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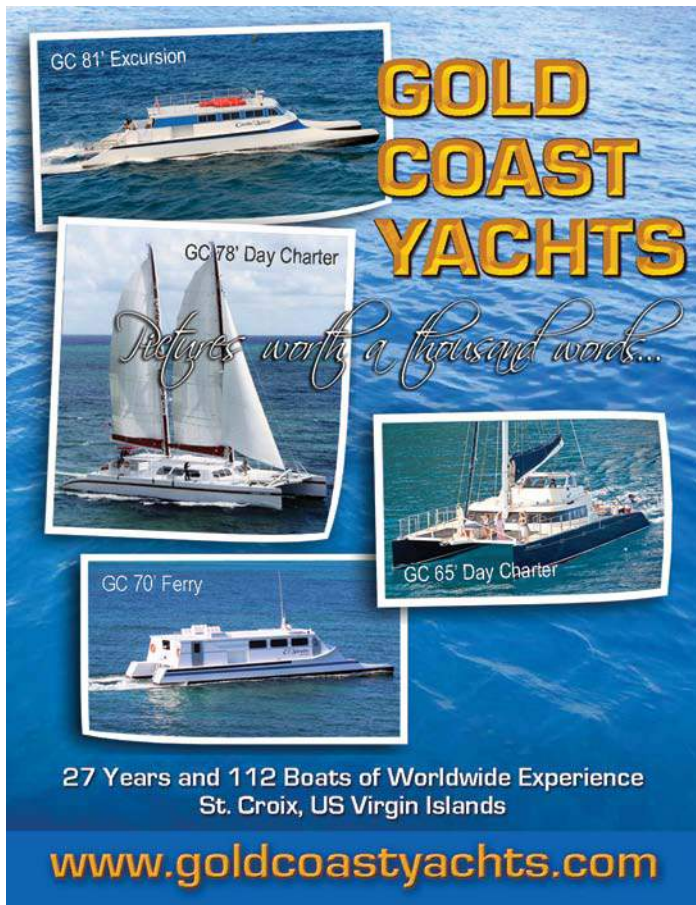


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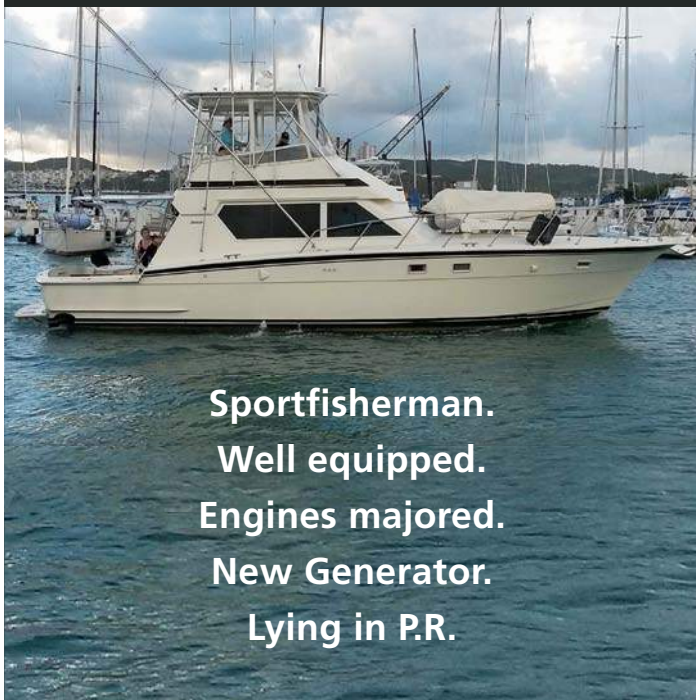
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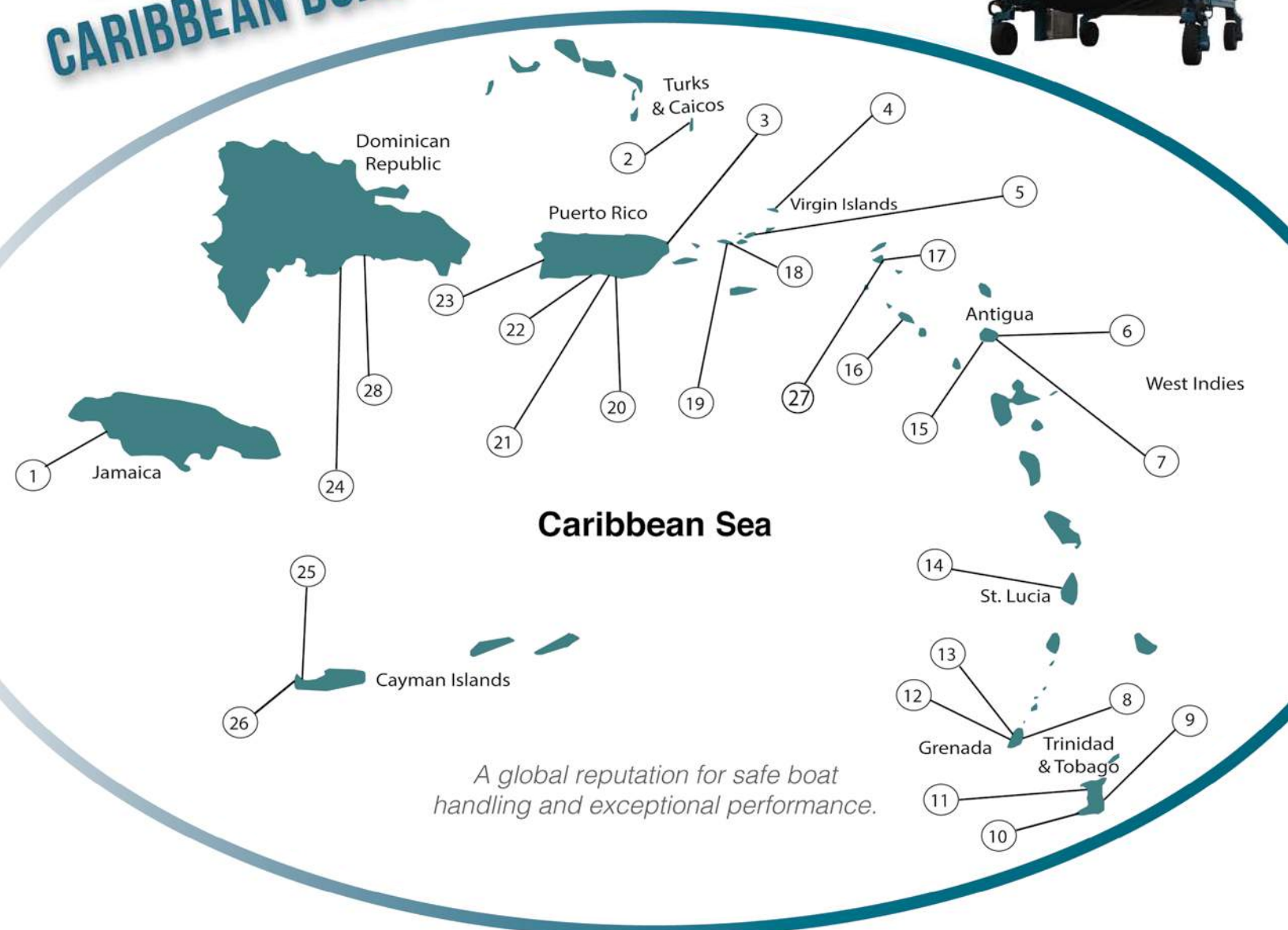
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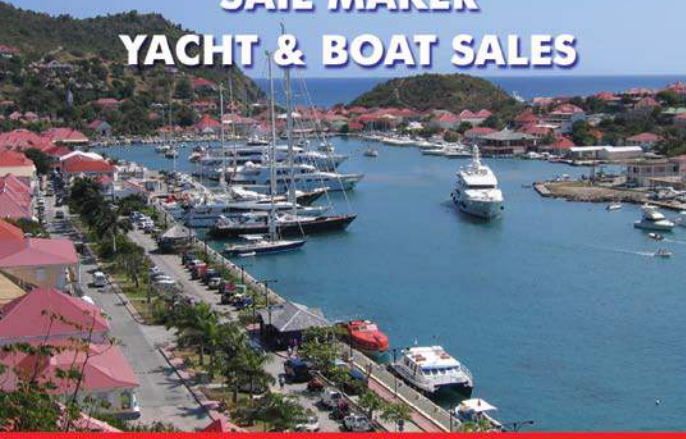
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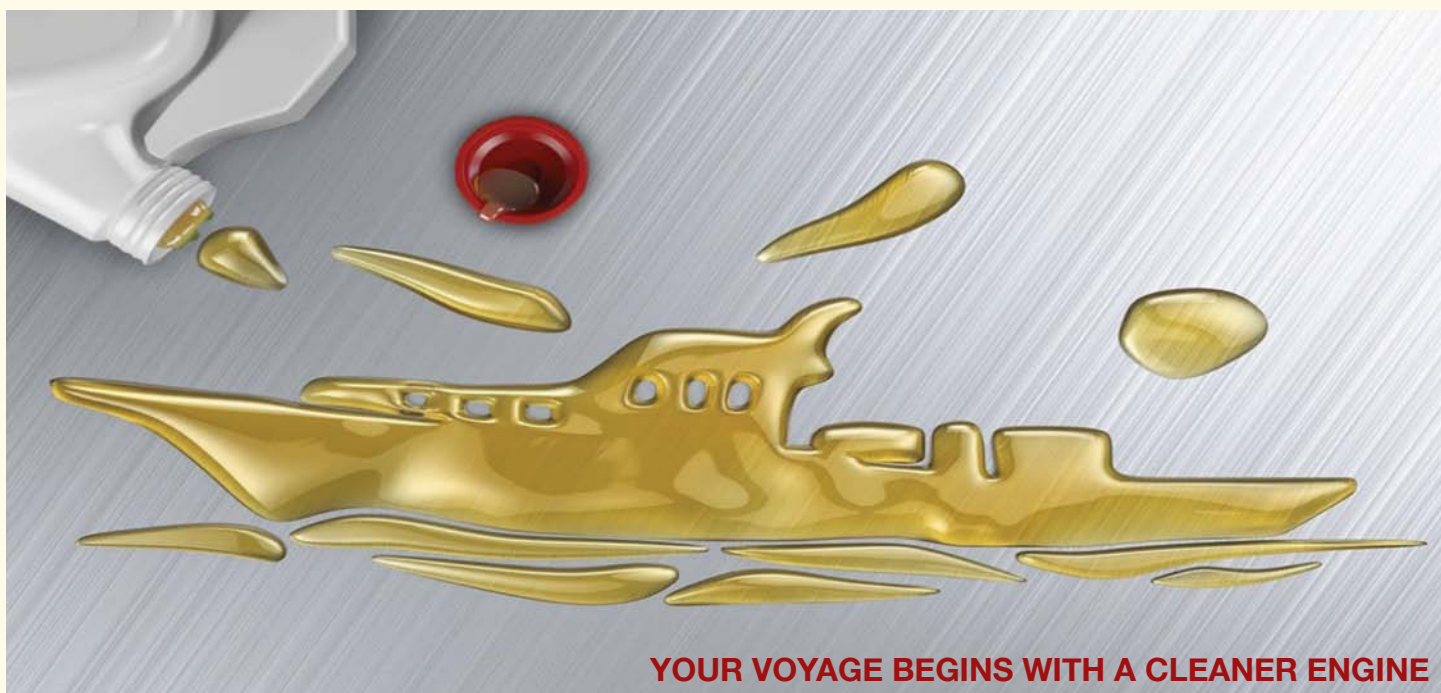
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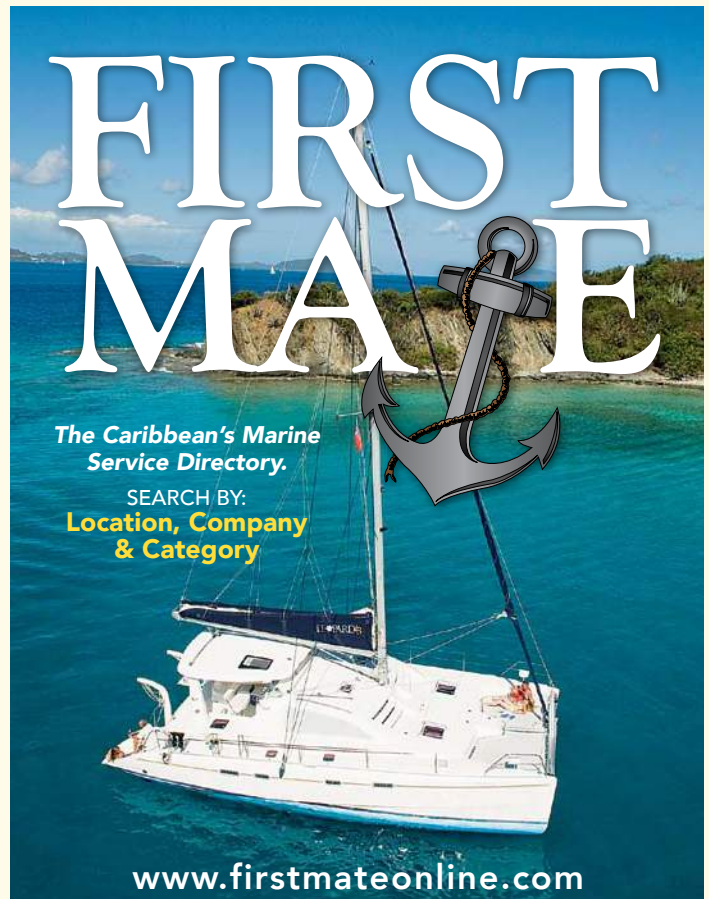
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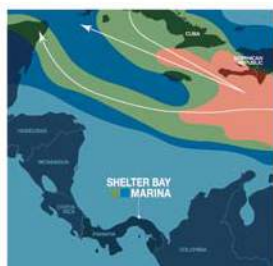
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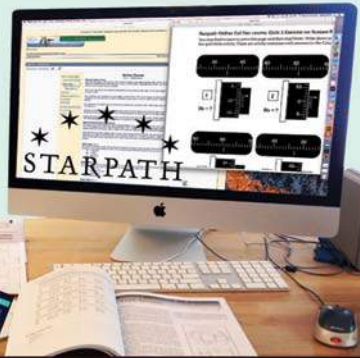


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**Employment**

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Antigua Classic Yacht Regatta .....	59	Fajardo Canvas & Sail .....	104	MTI - Ministry of Trade & Industry .....	19	Spice Island Marine Services .....	13
Antilles Power Depot, Inc. ....	C2-1	Fort Pierce City Marina .....	25	National Sail Supply .....	102	St. Kitts Marine Works .....	103
Ashley Yachts .....	91	Gold Coast Yachts .....	90, 107	Nautool .....	96	St. Maarten Heineken Regatta .....	7
ATN Inc. ....	98, 103	Golden Hind Chandlery .....	55	Nelson's Dockyard Marina .....	61	St. Maarten Sails & Canvas NV .....	45, 106
Balmar .....	63	Green Cay Marina .....	63	Northern Lights .....	101	St. Vincent Marine Center .....	57
Ben's Yacht Services .....	65	Grenada Marine .....	65	North Sound Marina .....	57	Starpac .....	100
Bequia Youth Sailors .....	43	Gumption's Experience BVI .....	21	Offshore Marine .....	30	Subase Drydock, Inc .....	73
Beta Marine .....	103	Hillcrest Guest House .....	107	Offshore Risk Management .....	53, 59	Suzuki Marine .....	45
Boat Owners Warehouse (BOW) .....	39	Horizon Yachts .....	102	Outdoor World .....	4	Tank Tender .....	102
Bocas Marina & Yacht Services .....	102	Hydrovane .....	105	Outland Hatch Covers .....	102	The Business Point .....	100
Boston Whaler .....	C1, 11	Intracoastal Yacht Sales .....	91	Parts & Power .....	99, 104	The Little Ship Company .....	87
Bradford Marine .....	105	Island Dreams Yacht Services .....	105	Peake Yacht Services .....	8	Tickles Dockside Pub .....	57
Budget Marine .....	23, C4	Island Marine, Inc. ....	49	Pettite Paint .....	5	TurtlePac .....	104
BVI Yacht Sales Ltd .....	88-89	Island Marine Outfitters .....	71	Port Louis Marina .....	6	Ullman Sails .....	45, 106
Caribbean Inflatable Boats & Lifafts ..	101	Island Water World .....	9	PropGlide .....	49	Ultra Yacht Refit .....	104
Caribbean Marine Surveyors Ltd .....	57	Island Surf & Sail .....	63	Puerto Del Rey Marina .....	49	Varadero Aruba Marina & Boatyard .....	79
Carpet Care Antigua .....	55	Jolly Harbour Marina & Boat Yard .....	33, 35	Quantum Sails .....	37	VISAR - Virgin Islands Search	
Catamaran Boat Yard & Storage .....	69	Key Largo Cottages.com .....	102	Ram Turbos Inc. ....	100	& Rescue .....	31, 102
Cay Electronics .....	57	Kolisch Marine Insurance .....	104	Renaissance Marina .....	79	V-Kool .....	45
Clarkes Court Boatyard & Marina .....	59	KTI Systems .....	51	River Supply .....	100	Volvo Penta .....	53
Connections .....	104	Lagoon Marina .....	65	Rollformers of Texas .....	102	Woodstock Boatbuilders .....	53, 107
Cooper Marine, Inc. ....	90	Land N' Sea .....	31	Roodberg .....	43	Yacht Broker Caribbean .....	90
CopperCoat .....	97	Le Ship Chandler .....	96	Sam's Taxi & Tours Ltd .....	57	Yamaha Motor Co., Inc. ....	C3
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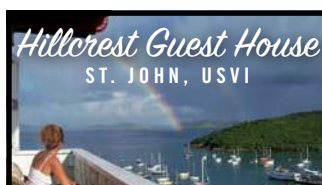
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# CARIBBEAN COOKING: LIONFISH

## CARIBBEAN RECIPES

BY CAP'N JAN ROBINSON

Happy New Year! This year in the Caribbean we have been trying to catch as many Lionfish as possible. This is a beautiful looking fish, but it is invasive and venomous and a danger to our marine life.

The spines are venomous and when removed the lionfish is not only OK to eat but extremely delicious and a healthy choice as it is high in Omega 3 Fatty Acids and low in Saturated Fats and metals.

Martha Wilkin Gilkes and I went on a Lionfish hunt. Only caught one, but a mature female Lionfish can produce around 30,000 eggs every three or four days and they live for 30 years and have no known predators.

There are many recipes for Lionfish and several cookbooks available.

### SAUTEED LIONFISH APPETIZER *By Martha Gilkes*

Prep time: 5 minutes (after removing the 18 venomous spines)  
Serves: 2 depending on size of fish

**Prepared and fileted lionfish**  
**1 tsp. Olive oil**  
**Pat of butter**

**Salt and pepper**  
**Fresh lemon**

Heat pan with oil and butter. Sprinkle salt and pepper on lionfish; add to hot pan. Cook 1 minute, turn, and cook another minute or until white flesh is opaque.

Remove from pan; squeeze a little fresh lemon juice over lionfish and serve. Delicious and nutritious!

### LIONFISH CEVICHE

Prep time: 10 minutes (after removing the 18 venomous spines)  
Marinating time: up to 2 hours (minimum 30 minutes)

**1 lb. Lionfish filets, cubed**  
**1 white onion, finely diced**  
**1 Jalapeño, seeded and minced**  
**Handful chopped cilantro**  
**1-1/2 cups fresh lime juice**

**2 red tomatoes, seeded and diced**  
**Few dashes of Tabasco, to taste**  
**Sea Salt and Freshly ground black pepper, to taste**

Combine lionfish, onions, cilantro, and jalapeño. Cover with lime juice and let it chill at least 30 minutes or up to 2 hours in the refrigerator. Just prior to serving, drain the ceviche and add the tomatoes, Tabasco, salt and pepper.



### LIONFISH IN CURRY SAUCE

Prep time: 10 minutes (after removing the 18 venomous spines)  
Cooking time: 20 minutes. Serves: 4

**2 lbs. prepared lionfish, diced**  
**4 tsp. coconut oil**  
**2 tsp. butter**  
**2 Tbsp. olive oil**  
**1 onion, diced**  
**1 Tbsp. minced garlic**  
**1 tsp. minced fresh gingerroot**  
**1 bell pepper, diced**  
**1 zucchini, diced**  
**1 Tbsp. curry powder**  
**1 tsp cumin**

**1 tsp. turmeric**  
**1 tsp. coriander**  
**1/2 tsp. cayenne**  
**1 Tbsp. water**  
**2 tomatoes, diced and seeded**  
**1 cup plain yogurt**  
**2 Tbsp. fresh chopped cilantro**  
**Salt and pepper**

Season the lionfish with salt and pepper. Heat the oil in a large skillet over medium high heat; add the seasoned lionfish and cook a few minutes until opaque and cooked through; remove to a heated plate and set aside.

Add oil, then reduce the heat under the skillet to medium-high; add the onion, garlic, zucchini, bell pepper, and ginger and cook and stir until the onion turns translucent, about 6 minutes. Stir the curry powder, cumin, turmeric, coriander, cayenne, and 1 tablespoon of water into the onion mixture; allow to heat together for about 2 minutes while stirring. Mix the tomatoes, yogurt, cilantro, salt and pepper into the mixture. Add 1/2 cup water; bring to a boil, then turn down to a simmer for a couple of minutes. Add the Lionfish to the skillet and mix into the sauce. Serve over white rice

Jan Robinson, Captain, Health Coach, and author of the Ship to Shore cookbook collection; available on Amazon and [www.shiptoshoreinc.com](http://www.shiptoshoreinc.com)





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