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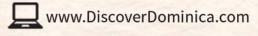
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COVER SHOT: Yes! Paddleboarding is dog friendly!

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Publisher: CHRIS KENNAN

publisher@allatsea.net

Editor:

editor@allatsea.net

Art Director: AMY KLINEDINST

amyk@allatsea.net

Advertising Inquiries: advertising@allatsea.net (410) 929-2248

Client Relations: NICOLE KENNAN

nicole@allatsea.net

Accounting, **Subscriptions:**

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Congratulations and thanks for reading ALL AT SEA!



Mr Brent Carney enjoying ALL AT SEA in front of St. Basils Cathedral while "Land Traveling" during Hurricane season.

Brent sails the SE Caribbean on his 45ft Catamaran "Madiba" with his wife Mary. Sailing first a monohull called "Spindrift" after retirement then on to a catamaran a few years ago.

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ISLAND EVENTS & INTERESTS

ALL AT SEA'S Caribbean Coverage



PAGE 22 February 1 – 2:

Grenada Sailing Festival Westerhall White Jack Workboat Regatta

Colombia





charter yachts.

"Originally designed for the cruising boatowners' market, the Tiwal 2 has won fans far beyond," explains Tiwal designer and co-founder, Marion Excoffon, who dreamt up the idea of a folding air-filled boat when her father refused to lend her the family's sailboat.

"There's been a strong demand for a sports rig. Doing away with the constraint of winding the sail up around the mast when at anchor, we've developed a reefable sail from 52- to 65-sq ft), which is still loose-footed, and more powerful. The Tiwal 2 is also more portable, faster to assemble and easier to use."

The Tiwal 2 measures 9'2" in length, with a 4'11" beam and 30" draft. It's made of anodized aluminium with a carbon mast, weighs 88 pounds, can carry up to 330 pounds and ideally is sailed by one adult or one adult and one child. It easily packs in two bags. The distributor for Tiwal in the Caribbean is the company's U.S. office in Cambridge, MA. www.tiwal.com

UNDERWATER 'LIVING MUSEUM' OPENS IN THE DOMINICAN REPUBLIC

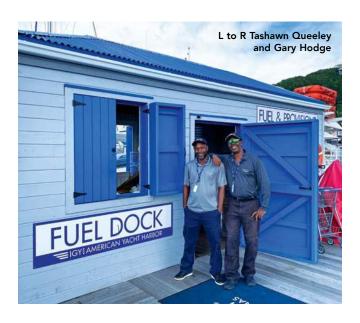
With an eye on the prize of protecting and preserving historic shipwrecks and their coastal environments, researchers at the Bloomington, IN-based Indiana University (IU) Center for Underwater Science in partnership with the government of the Dominican Republic, opened their fifth 'Living Museum in the Sea' on the island in December.

"The Living Museums in the Sea model provides a sustainable alternative to treasure hunting," according to Charles Beeker, the Center's director and a clinical professor of kinesiology at the IU School of Public Health-Bloomington. "We researched the 1725 Begoña -- a Spanish merchant vessel that sank in the early 18th century -- for several years, with recovered diagnostic artifacts conserved and interpreted for display in the Atarazanas Museum, the Dominican Republic's national maritime museum in the UNESCO World Heritage site Colonial Zone. However, the primary mission is on-site preservation and creation of an underwater exhibit, protected for this and future generations. Treasure hunters can only sell it once, but with the living museum model, we can sell history forever."

This newest Living Museum in the Sea, the 1725 Nuestra Señora de Begoña, is located in the already protected waters of La Caleta Underwater National Park along the country's southern coast. The underwater museums are open to the public and must be accessed by snorkeling or scuba diving.

Beeker and his research team will return to the Dominican Republic later this year to create a 3D photogrammetric rendering of the Nuestra Señora de Begoña, which will help in the long-term monitoring and management of the new museum. This work is part of 25 years of ongoing IU research

and excavations on the island, with the goal of discovering one or more of the vessels associated with Christopher Columbus' second voyage to the Americas. underwaterscience. indiana edu



NEW FUEL DOCK AT IGY'S AMERICAN YACHT HARBOR

Fuel and a whole lot more is now available at the new 220-square foot fuel dock building at IGY's American Yacht Harbor (AYH) marina, located in Red Hook, St. Thomas, in the U.S. Virgin Islands. The road to this renovation started in September 2017 when Hurricane Irma damaged the familiar facility at the end of 'A' dock. Marina owners decided to demolish the building and rebuild it bigger and better. Inside, boaters can now buy beverages, beer, wine, water, snacks and IGYbranded clothing, hats, cozies and other merchandise while fueling up for a day on the sea.

"Marina manager, Gary Hodge, has been with AYH for 31 years and he and his dock staff are always on the dock ready to help with fueling and to make a visit or stay at AYH a more memorable experience," says Elizabeth DiDomenico, AYH general manager. What's more, "this year we will have eleven restaurants in which visitors can dine, along with our many shopping and entertainment options."

AYH features 123 total slips, including 4 megayacht berths, for vessels up to 120' LOA. Services and amenities include dockside power and water, high-speed fuel pumps, waste disposal, private shower facilities and Wi-Fi. www.igymarinas. com/marinas/american-yacht-harbor



FIRST-EVER ANTIGUA AND BARBUDA KITE SURF WEEK SET FOR JUNE 24-30, 2020

The dual-island nation of Antigua and Barbuda, with its strong reputation for hosting prestigious sailing regattas, will take advantage of its perfect sailing conditions, strong tradewinds and breathtaking waters to host its first ever Antigua and Barbuda Kite Surf Week. Set for June 24 to 30, the best freestyle riders from across the world will be joining the sun, sea and sand islands for a week of fun and competitive race events. For more information, visit: www. visitantiguabarbuda.com or the event's Facebook page: www.facebook.com/kitesurfantigua/



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There's an increasing use of wind generators on yachts to supply power needs. To tap into this trend, and help harness this power, German fittings company Niro-Petersen has come out with three sizes of stainless steel masts: 6.9', 7.5' and 8.2'. Two supports are included to dampen vibration and avoid noise. Big washers are available for solid mounting. Prices for the complete package ranges from US \$1100 to \$1200. Niro-Petersen's portfolio of products extends from fairleads, cleats and railings to interior and exterior furniture. The company is family-owned and headquartered in Flensburg, Germany. There are distributors in the UK, France, Spain, Italy, Australia and New Zealand. www.niro-petersen.de



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METAL SHARK REACHES MILESTONE WITH LATEST PASSENGER VESSEL DELIVERY



Louisiana, USA-based shipbuilder, Metal Shark, is eating up the waves. In November, the diversified boat construction company known for its welded aluminum and steel vessels from 16' to over 300' for defense, law enforcement and commercial operators, delivered its 30th passenger vessel since June of 2017. The company's newest ferry, a 97-foot, 350-passenger, USCG Subchapter "K," weldedaluminum, high-speed, low-wake catamaran, was handed off to its operator and quickly entered service. The new vessel is the latest from Metal Shark's Franklin, Louisiana shipyard, where five new 150-passenger catamaran ferries are currently in various stages of construction.

"Without fanfare, our company's passenger vessels have been entering revenue service with America's leading operators at the rate of approximately one per month," says Carl Wegener, vice president of commercial sales. "With 24 catamarans between 85' and 105' and six monohull vessels larger than 45' delivered in the past three years, we have become America's leading passenger vessel builder."

To achieve this extraordinarily high volume production of passenger vessels, Metal Shark adapted and incorporated its now-proven serialized production methods initially developed to build patrol boat fleets for the U.S. military.

"Today, our passenger vessel customers enjoy the benefits of our military-honed quality, formidable engineering strength, large and highly skilled work force, and unmatched economies of scale. We leverage these resources to assure the repeatable on-time delivery of high quality passenger vessels to our customers," says Chris Allard, chief executive officer.

Metal Shark's vessel are no stranger to the Caribbean. In January 2019, the shipbuilder delivered four new high speed patrol boats to the Dutch Caribbean Coast Guard on the island of Aruba. The year prior, Metal Shark supplied a 35' pilothouse patrol vessel to the Puerto Rico Police Department. www.metalshark boats.com

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FEBRUARY 1 - 2:

Grenada Sailing Festival Westerhall White Jack Workboat Regatta.

This unique combination of traditional racing and a Grenadian flavored 'Beach Fete' proves sailing can be a spectacular spectator sport. In fact, the high octane energy on Grand Anse Beach is felt and shared by everyone: competitors, fervent supporters and visitors too, many of whom arrange their vacations to be on the beach at this time. "We are expecting to have around 25 boats lined up on Grand Anse Beach," says event director, Sarah Baker. "There will be old crowd favorites such as Voop from Gouyave with its distinctive hullside paintings; the bright orange hulled Unity from Woburn; and the ever popular Trouble also from Woburn. Additionally, there will be the newer, fast Sportboat Class from Woburn sailed by the young guns from the community. Look out too for Loose Cannon, Press Play, Short Fuse and Blast." New on the sea is a Junior Dinghy Mini Regatta, sponsored by Budget Marine, with an Optimist and Laser Class running in parallel with the workboats on February 1. New to the main event is an added racing class of Catfish, 14-footers built locally in Gouyave. On land, there will be even more fun and games, including the ever-popular Greasy Pole competition. Local food stalls, bars



and music add to the beachfront fun. www.facebook.com/ WorkboatRegatta

FEBRUARY 14 - 16:

The Round Martinique Regatta.

Three intense race days. Three innovative legs. Three great parties. One all-inclusive entry fee. Over 50 monohulls and mulPlease send future events to editor@allatsea.net. This month and next month's events are currently published here and at www.allatsea.net. Your specific area may or may not be shown based on identified activities for these months.

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FEBRUARY 13 - 17 Miami International **Boat Show** www.miamiboatshow.com



FEBRUARY 29 - MARCH 1 Palm Beach Marine Flea Market & Seafood www.FLNauticalFlea Market.com 954-205-7813

FISHING TOURNAMENT:



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FEBRUARY 19 – 23 Sailfish Challenge www.sailfishchallenge.com



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FEBRUARY 28 – 29 Backcountry Fly Championship www.BFCtournament.com captbackbone@gmail.com 305-393-2156



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PADDLE BOARDING:



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POKER RUN:



MIAMI, FL

FEBRUARY 20 - 23 Miami Boat Show Poker Run flpowerboat.com/project/ miami-boat-show-poker-run/ 954-545-1414

SAILING REGATTA:



ANTIGUA

FEBRUARY 14 – 16 Jolly Harbour Valentine's Regatta www.jhycantigua.com nickwhite55@hotmail.com

FEBRUARY 24 - 28 RORC Caribbean 600 www.caribbean600.rorc.org racing@rorc.org.uk +44 (0) 207 518 3131



MARTINIQUE

FEBRUARY 14 – 16 Round Martinique Regatta www.theroundmartinique.com



MIAMI, FL

MARCH 4 - 15 Miami Sailing Week www.miamisailingweek.com/



ST. CROIX, USVI

MARCH 6 - 8 St Croix International Regatta www.stcroixyc.com 340-773-9531

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MARCH 5 - 8 St. Maarten Heineken Regatta www.heinekenregatta.com regatta@heinekenregatta.com



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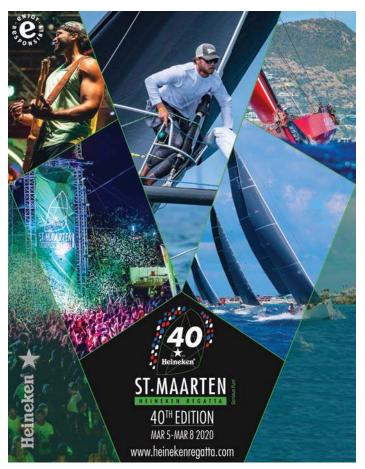
FEBRUARY 15 - 16 Sweethearts of the Caribbean www.westendyachtclubbvi.com 284 495-1002

SUPERYACHT REGATTA:



MARCH 11 - 15 The Superyacht Challenge www.supervachtchallenge antigua.com ptdeeth@aol.com 268-464-7081





tihulls are expected to compete, including a growing number of entries from other Caribbean islands such as Guadeloupe, St. Lucia and Grenada. "Last year we experimented with a new format for sailors to have more fun after racing," says organizer, Claude Granel. "So, sailors will have a choice between hard and long races or hard but short races. We want people to spend time together to share their experience and enjoy the after sail moments. Plus, this event comes during a festive period in Martinique: the Carnival." The first day features two courses: either a boat race or boat rally from Fort de France to Sainte Anne via the island's Atlantic or calmer Caribbean coast, respectively. The second day, all competitors set off on a course to iconic Diamond Rock and back. Third and finally, racing happens in the bay of Fort de France, with prize-giving at the official race village on the Malécon (the waterfront). Organizers strategically planned this event, Granel says. "We're just after regattas in the South and before the big events in the Northern Caribbean, so we can catch all the boats that transit via Martinique." www.theroundmartinique.com



FEBRUARY 16 – 23: The Holetown Festival.

Celebrate where it all started in Barbados. The small town of Holetown, which is situated on the sheltered Caribbean Sea side of the island, is the site of the first English establishment back in 1625. The festival started over 40 years ago to commemorate the 350th anniversary of the town's founding and island's settlement. Today, it's a unique Bajan cultural extravaganza full of music, everything from Gospel to Calypso and Classical, presented in a series of free open-air concerts. There's also a classic car and cultural parades, pageants, fun runs, street fairs, folk dancing and vendors selling food and drink. Holetown, named for The Hole, a stream that provided a safe landing place for the early settlers, is located 6 miles south of Port St. Charles marina and 8 miles north of Bridgetown, location of the Carlisle Bay anchorage and facilities of the Barbados Yacht Club, Barbados Cruising Club



and Barbados Sailing Association. www.holetownfestivalbarbados.org

FEBRUARY 24 – 25:

Trinidad & Tobago Carnival.

Billed as the biggest street party on Earth, this dual island nation's Carnival festivities reach a crescendo on the Monday and Tuesday before Ash Wednesday. Thousands of masqueraders and musicians flood the streets of Port-of-Spain dressed in colorful costumes and dance to the sounds of calypso, soca and steelpan music. The Trinidad & Tobago Yacht Club is 4 miles and the many marinas and yards in Chaguaramas 10 miles, respectively, to the north. In Chaguaramas, Jesse James, owner of the 'Members Only' Maxi Taxi Service offers transportation to cruisers for many Carnival events. "I also can obtain tickets for some of the major shows," says James, who with wife Sharon-Rose are official Seven Seas Cruising Association cruising station hosts. www.gotrinidadandtobago.com; www.membersonlymaxitaxi.com





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WRETCHED THINGS E ABOUT I E ABOU I JUMNAVIGATING

SAILING HUMOR BY CAP'N FATTY GOODLANDER



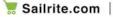
m often accused for being addicted to circumnavigating—and putting too good a spin on ocean sailing. There's some truth to this. However, I love long passages offshore and hate sailing to windward, which leaves me little choice. I'm totally a 'west-about' kinda guy. In addition, at 67 I'm literally quivering with passion about my life, my marriage, and my literary journey. I can't help bubbling with enthusiasm; can't contain my obvious lust for living. It's true—I have so many good vibes dancing within me, they constantly spill out. I love kissing life full on the lips! In addition, as a young man I didn't want to just learn about brotherhood, I wanted to practice it daily. Thus, for me, a circumnavigator's existence is mostly orgasmic.



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However, there are aspects of circ-ing that don't appeal. Here they are.

Number One: Officials. Everywhere I go I have to deal with small, mean, fiendishly diabolical men in starched uniforms who are hell-bent on making me suffer. They have a tiny bit of power and delight in lording it over the cowering folks that have to endure their needless, pointless, professional cruelty. They are sadists who have found the perfect job. A dozen times in the last decade I've walked out of a Customs and Immigration office—and vowed to sell my vessel and buy a farm in Indiana.

I'm convinced that such officials aren't hired unless they can prove they tortured animals as a child.

Landlubbers often ask me if I've had encounters with pirates. I always respond, "Dozens of times, actually. Most of the pirates now wear fancy government uniforms, polished black shoes, and their dens are airconditioned at taxpayer expense! Their car of choice: Mercedes Benz. Preferred weapon: iPhone 11."

Are all ICE officials auditioning to be SS officials? No, of course not. A few French officials appear to be human. I've never been abused by an official from Singapore or New Zealand. In fact, I believe that, worldwide, there are somewhere between 9 and 11 officials who will get into heaven—but perhaps I'm too generous.

And I'm not even talking about the corrupt ones!

What country—other than my own—has the worse officials? I dunno—there are sooooooo many high achievers in this realm. Certainly Indonesia and the Philippines are high on the list. As a continent, South America tops Africa. The Mideast certainly excels. I'll never forget being almost arrested for taking a selfie in front of the imposing Press Freedom building in Egypt—which was actually a monument to the dictator's paid propagandists. The Red Sea and the Suez Canal folks make the sickos at the Panama Canal seem almost nice. Ecuador? I quake in memory! But, hey, Salalah was much worse—so bad that

I've deeply repressed the details of our visit, at least according to my therapist.

Number Two is related to Number One: Dramatically Increasing User Fees for Nothing at All. I've paid 'light fees' to countries that don't have a signal, er, single working navigational light. I kid you not. What used to cost us \$4 in Tonga now costs over \$400 (US), and there's not a single dinghy dock or garbage pail for the marine community in the entire country.

Some of the smaller island nations charge 'daily per bag fee' for garbage disposal—then simply (and profitably) throw the bags into the ocean on an outgoing tide.

I remember when clearing into the BVIs used to cost a dime—and they didn't make change. (Albert on Jost used to yell at the confused newbie charterers attempting to clear in for the first time, "HOW MANY TIMES DO I HAVE TO TELL YOU! (How to fill out the form.)

Please don't think I'm a racist who is blaming greedy brown men for my plight: I used to love clearing into Australia but now it is not only abusive, it is *expensively* abusive!

The latest international scam is demanding you email the Banana Republic ahead, prior to your arrival—then fining the vessels that don't (or those unlucky sailors they've lost the paperwork of) \$2,000 a pop. (In these situations, 'due process' means, well, the bill has been processed and it is due, dude!)

Where are all these diverse rules and ever-changing international regs posted other than Noonsite.com? I dunno, on a bulletin board in the space station on Alpha Centurion, perhaps?

Landlubbers often ask me if I've had encounters with pirates. I always respond, "Dozens of times, actually. Most of the pirates now wear fancy government uniforms, polished black shoes, and their dens are air-conditioned at taxpayer expense! Their car of choice: Mercedes Benz. Preferred weapon: iPhone 11."

Number Three is related as well: yacht agents. Once upon a time, agents were hired by skippers to *avoid* the excessive and corrupt charges. Now the agents are in cahoots with the officials to milk your purse for as much as possible. More and more countries are 'requiring' yachts to employ an agent—to better streamline their collection of graft, more graft, and lots more graft.



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Think I'm kidding or exaggerating? I'm not. In order to dive over the side of your yacht and clean your prop in Oman, you must hire an official yacht agent (read: a fellow in a white dress named Mohammed that kicks-back to an official) to apply for a permit for you—a time-consuming and expensive hassle.

These agents are smart—in the worst way possible. We've been to places where the agents 1.) are the only one in possession of the official government forms, 2.) have forced the government to stop allowing English to be spoken or written while clearing in—only the local variant of pig Latin or something. Wanna get fuel? Well, you can't until your agent gets a piece of the action. Wanna rent a car? Go to dinner? Get laid? Visit a bar? Get mugged—not until your agent gets his, dude.

In Myanmar, they put an unwashed, grinning thug with a huge knife aboard your boat. He stays there the whole time, making increasing bizarre food and drink demands while telling loud jokes about machine-gunning old ladies and stomping their babies back-in-theday. Yes, you have to pay him-even if he slits your throat.

What could be worse? In Myanmar, they put an unwashed, grinning thug with a huge knife aboard your boat. He stays there the whole time, making increasing bizarre food and drink demands while telling loud jokes about machine-gunning old ladies and stomping their babies back-in-the-day. Yes, you have to pay him—even if he slits your throat.

Number Four: marina operators who keep telling politicians how difficult it is to shake down the marine community at anchor—but how easy extorting them is if they are packed into ghettos called Marina Resorts.

I mean, I've been forced to live in some horrible trailer parks in Appalachia during my youth—but all of them allowed a reasonable space around the trailer. Not so in ultra-expensive marinas. The yachts are cheek-to-jowl and rail-to-rail, and that is just the way it is.

One more note: according to these folks with dollars signs in their eyes, a single boat in a bay pollutes horribly but four thousand identical boats crammed into the same harbor with shipyards, restaurants, bars, and brothels... do not.

Number Five: rally organizers in, say, Indonesia.

The main reasons that sailors give thousands of dollars to rally organizers in Third World countries is because they 'take care of all the myriad details of clearing in." Organizers know this. Thus, it is in their best financial interests to scare their potential customers as much as possible while, at the same time, encourage the local islanders to make it as difficult and expensive as possible for a non-rally yacht to clear in. They make it so difficult, in fact, that the visiting yachts will happily pay megabucks to the very rallies that are heavily contributing to the problem!

Wanna sail across the Atlantic or the Pacific in the best weather possible? Oh, dear—that means you want to 'crash' the rally taking place then—and open yourself up to the charge of 'piggy-backing.' How awful! Sea gypsies! Cocktail Party Crashers! Boat bums! And everyone knows that 100 newbies on their brand new million dollar air-conned Oysters (with their clever detachable keels like Polina Star III) are far safer than those toothless old salts on their world-weary Westsail 32s, right? Can't safety at sea be measured by Price Waterhouse best of all?

Why, isn't it amazing that officials allow those dare-devil-non-rally members to sail across the ocean for free? Shouldn't something be DONE? Couldn't cruising be solely confined to ROWMWCCWAHTPs, Rich Old White Men With Credit Cards Who Are Happy To Pay?

And, sadly, there aren't enough column-inches in the whole world for me to bring up the subject of marine insurance—where city-slicker companies in far away countries extort honest sailors out of thousands of dollars per year so these bewildered-but-trusting boaters are allowed to go into marinas and shipyards where they will be charged even more (as pre-softened insurancecompany-certified suckers).

I could go on forever. Instead, I just send my darling wife Carolyn ashore to clear in. Why? Because twice I've dragged an official across his desk by his necktie. Each time Carolyn said, "That's not going to speed things up, Fatty!" and both times she was right. 0



SAILING WITH CHARLIE: RUM

SAILING HUMOR BY JULIAN PUTLEY

GRAPHICS BY **ANOUK SYLVESTRE**



here's hardly a self- respecting sailor in the Caribbean who would deny himself a tot of rum: it's been a maritime tradition for centuries. Most people know that rum is a bi-product of sugar and for centuries sugar was the economic dynamo of the Caribbean. With the right climate and free slave labor, sugar production flourished and in time rum replaced wine and brandy on HM ships.

Rum drinking in the Royal Navy didn't start because of a generous Admiralty. It began because water and beer went sour on long voyages and needed to be replaced: solution rum; cheap and readily available in the colonies of the West Indies. Being a strong liquor, it was something for sailors to look forward to, what with the rigors of sailing square-rigged ships in high latitudes (or any latitudes - it changed attitudes - thanks Jimmy).

Sailors, being a sly lot, they sometimes saved up their daily tot of the really strong rum ration of half a pint of 58% ABV, (today's liquor is normally 40%) and then drank it all down on a specific day thus forgetting all their worries for a few hours - until the DTs hit them with even more worries - especially if their watch was called to reef the main top in a blow.

Britain's most famous naval hero, Admiral Nelson, was killed at the Battle of Trafalgar in 1805. His tactical skill, respect for the ordinary seamen, along with his heroism and many important naval victories made him much beloved by Britain's population. After his death on the deck of his flagship, HMS Victory, he was pickled in a cask of brandy for a ceremonial burial and service at St Paul's cathedral. Some proclaim it was in fact, rum and a popular drink today is Nelson's Blood, whose main ingredients

are rum and cranberry juice. The legend goes that thirsty sailors tapped into the cask and drank of the pickling juices during the long voyage back to England in the crippled Victory.

Rum, of the above-mentioned strength, was soon recognized as being too strong and it was Admiral Vernon in 1740 who decreed that the libation should be watered down to make it 'safer.' Instead of being shot on sight he survived; amazing really – I mean have you ever tried taking a bone away from a hungry dog! His watered-down concoction was named grog, after a grogram coat he was fond of wearing. If you drink too much rum, in the morning you'll be groggy. Fame can simply be a name game.

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In 1970 the rum ration in the navy was stopped altogether – it was decided that high tech weapons and inebriated sailors were not a good match. The day of the rum execution, 31st July, was called Black Tot Day. Sailors accepted their fate; many wore black armbands to mark the death of a century's old tradition.

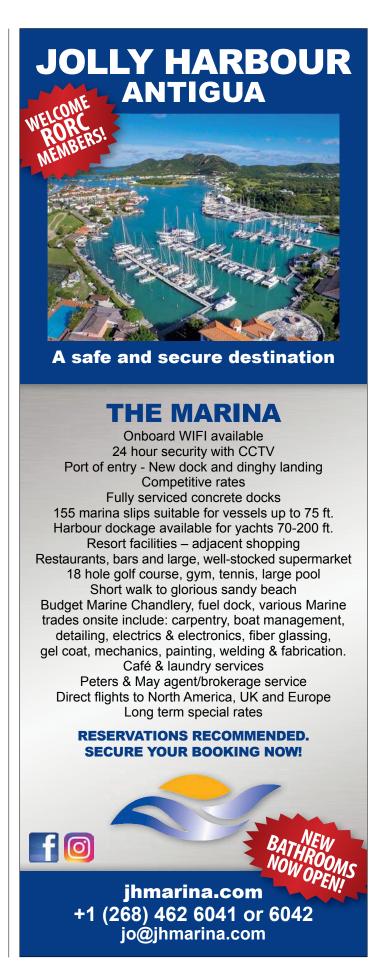
Navy rum still exists today thanks to Charles Tobias of Pusser's fame. Pusser's is derived from purser, the officer responsible for provisioning the ship and Tobias bought the rights to continue bottling the rum.

Today tourism is a big part of Caribbean economies and rum plays a large part. The Painkiller is a favorite rum concoction as is the Daiquiri and Pina Colada. Rum with Coke is a good marriage and a squeeze of lime turns it into a Cuba Libre.

So here's a toast to rum! Bottom's Up!

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



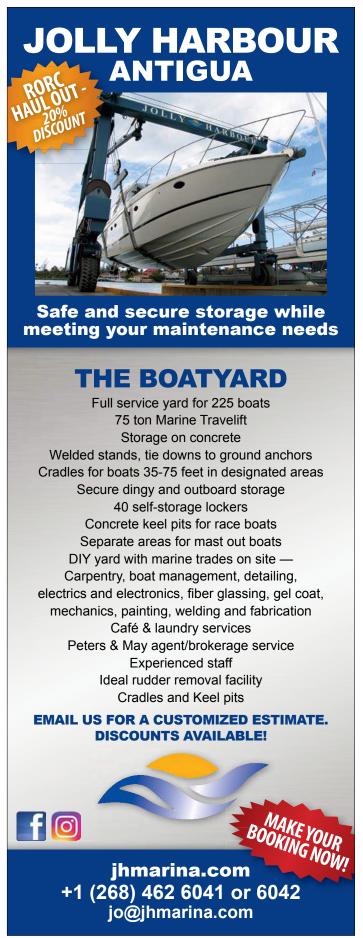


he sail from Negril on the west coast of Jamaica to Cayman Brac was one of my best ever. There was a flat sea and enough wind to go six knots - Sonic Boom gliding beautifully, smoothly through the water. After clearing in I moved to one of the free mooring balls and was amazed at how clear the water was. I could see the bottom and lots of colorful fish swimming amongst the coral.

I sailed from Cayman Brac to Little Cayman five miles away from where I would sail the ninety miles to Grand Cayman. Even smaller than Cayman Brac, only a hundred people lived on Little Cayman, and the water was even clearer if



that was possible. I picked up a ball in Bloody Bay above a reef shelf, which was at about forty feet, but just behind me there was a vertical wall that dropped to the depths, thousands of feet below. It was absolutely stunning. It was a popular dive to go along the wall, but even just snorkeling was incredible.





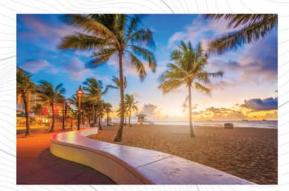
The sail to Grand Cayman was slow; the wind died completely at night so I dropped my sails and went to bed. The wind didn't pick up until the next day. I'd had to clear out on leaving Cayman Brac and so had to clear in again at George Town. Then I sailed into North Sound and through another channel into Governor's Creek where I could anchor for free or tie up to one of the docks at the Cayman Islands Yacht Club. The yacht club was basically a small marina with slips, a fuel dock, a small supermarket, and a restaurant. Further south, Barcadere Marina, with full marina facilities was another option.

Diving in the Grand Cayman is some of the best in the world, with clear, warm water, an abundance of marine life and amazing coral reefs. While I love to see sharks, explore shipwrecks, and swim through coral tunnels, my favorite things to see when diving, are turtles. I was definitely in the right place. Turtles often pop their head out of the water in anchorages





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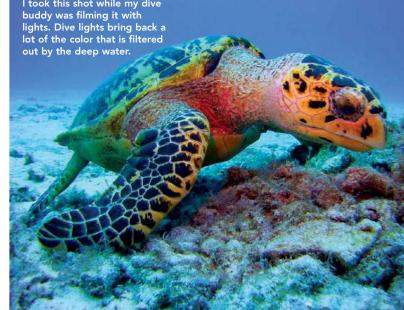
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all over the Caribbean. Globally the Caribbean is home to the largest population of green turtles, but here in the Caymans the green turtle is a national symbol. There is a turtle on the national coat of arms and the national flag. There are turtles on the banknotes. A cartoon sea turtle, 'Sir Turtle', is the mascot of the national airline Cayman Airways and is displayed on the tail of its aircraft.

When the Cayman Islands were discovered by Columbus in 1503, he named them 'Las Tortugas' because of the many sea turtles in the waters around the islands. Many of the earliest







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visitors came to the Cayman Islands to capture the turtles as a source of fresh meat during long voyages. Today green turtles are an endangered species, mainly due to threats from humans - hunting, pollution, fishing nets, destruction of habitat.

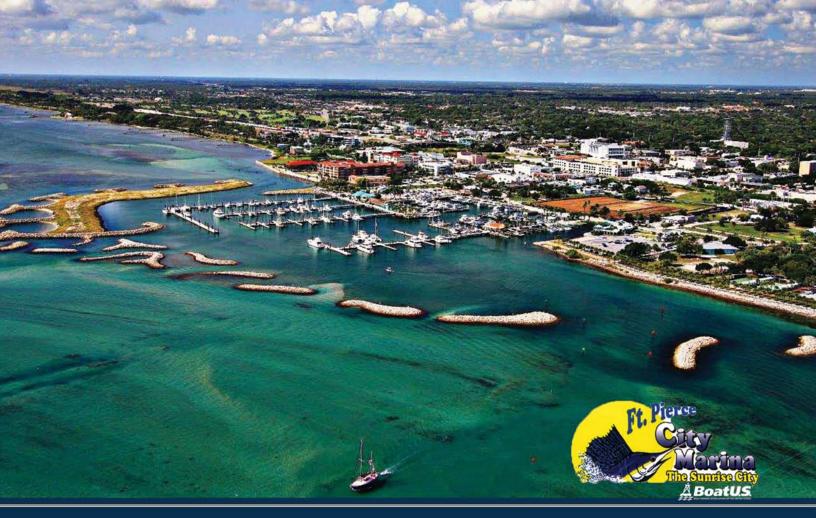
I went on many dives during my stay in the Cayman Islands, and was especially lucky to get a chance to dive with Cayman Turtle Divers just before I left. Alan, J.T. and Ollie, were three of the nicest dive operators. I met up with them at West Bay public beach and went for a two-tank afternoon boat dive with J.T. and Corey.

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First we went to Big Tunnels; a deep dive (I went to 107 feet), with a spectacular swim through – just like a big tunnel. After a tea break, we motored the boat around the coast to Rainbow Reef. As the name would suggest, it was incredibly colorful, just like swimming in an aquarium. I saw turtles, an eel, porcupine fish. Corey and J.T. were great guides, the boat was immaculate, the ocean was flat calm; it really was a perfect afternoon's diving.

On the reef I watched turtles eat sponges and jellyfish, but mainly they feed on sea grass. Mowing sea grass beds makes the sea grass stronger and provides a habitat for fish and other creatures. Turtles can stay under water for hours, and in fact they sleep under water.

I learnt a lot about green turtles while I was in Grand Cayman. Actually they have a lot in common with us cruisers. Yellow tang fish feed on algae on the turtle's body, cleaning it. Just like scraping the bottom of your boat, it reduces drag and makes the turtle faster. They migrate long distances; up to 1600 miles to return to the beach they were born on. A turtle you see in Dominican Republic might have come from St. Martin. They use an internal magnetic compass to navigate. But mostly they like to stay in one area, often returning to the same bed every night.

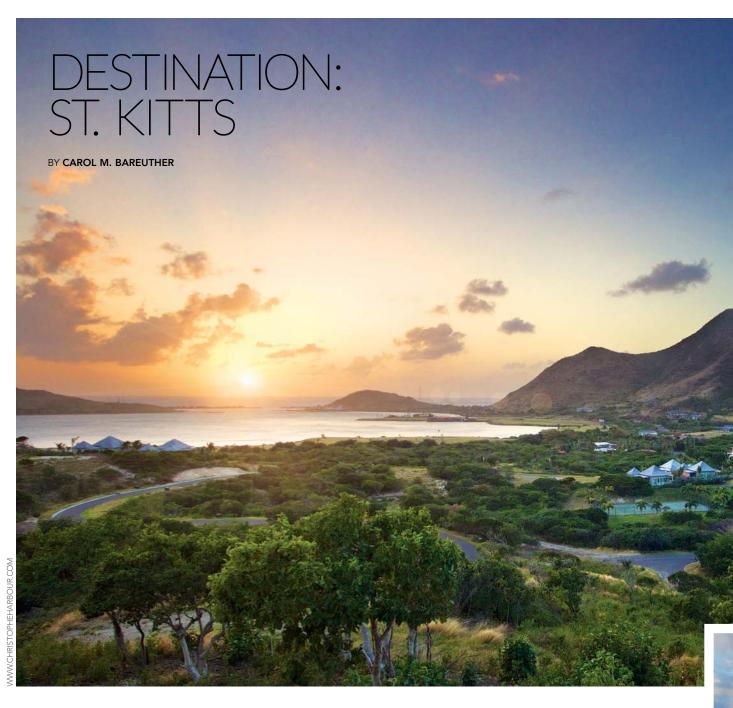


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ike it's fellow Caribbean islands, St. Kitts features a rich sense of history, picturesque volcanic peaks and cultural attractions. Yet, unlike the U.S. and British Virgins and St. Martin/St. Maarten to the north, a to the south St. Kitts

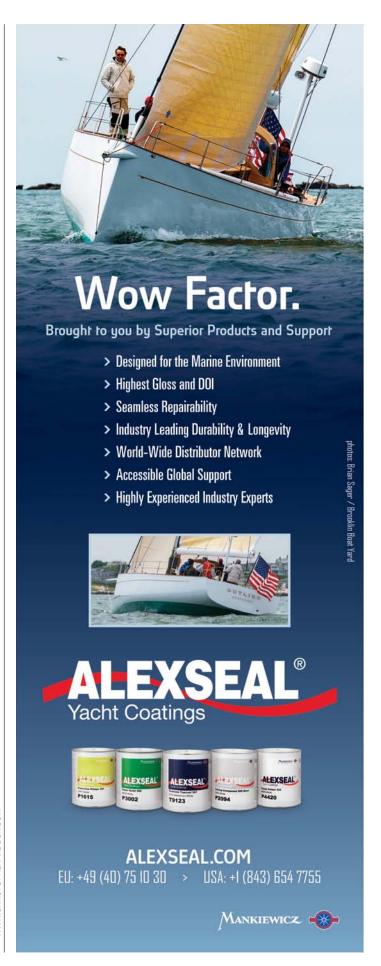
Antigua to the southeast and Grenada to the south, St. Kitts isn't as well-known as a yachting destination. However, this is changing. In 2017, the governor of this dual-island country which includes Nevis, launched two key documents: the Yachting Strategic Plan and the Yachting Implementation Plan 2017-2022. Both aim at diversifying St. Kitts tourism product with a special focus on yachting and the marine

services sector. Thus, and much simpler said, it's becoming easier and even more attractive to visit St. Kitts by private or charter yacht.

"A vast majority of yachts in the Caribbean region spend a lot of time in the island chain of Antigua, St. Maarten, St Barth's and Anguilla, which is known as the 'Milk Run'. St. Kitts is geographically situated among these mature yachting hubs/destinations, which makes the island suited as a natural stop in a loop of islands which can be accessed easily and become a natural extension of current itinerar-









ies for seagoing pleasure vessels," says Lorne Richards, the Yachting Liaison Officer at the Ministry of Tourism, in Basseterre. "Therefore, we are working to improve the yachting industry by having competitive yachting fees, making ease of clearance more efficient and working on establishing an annual regatta."

MARINA & MARINE FACILITIES

Port Zante Marina is the primary facility available for use by yachts in St. Kitts. Located in Basseterre, the marina has 37 slips capable of accommodating yachts of various sizes. Marina space currently available for berthing is limited and there is a need for expansion, particularly to accommodate mega and super yachts. Some of the services offered by Port Zante Marina are berthing, water, garbage

disposal, electricity, Wi-Fi, fuel, taxi, bathrooms, and 24-hour security.

To the south, St. Kitt's newest marina, Christophe Harbour, opened in 2015. The first and current phase features 24 slips for vessels up to 150 feet in length, and four slips for yachts from 280- to 300 feet. There's in-slip fueling, 24-hour security, VIP clearance for yachts (Christophe Harbour will soon become a port of entry) and concierge services as well as transportation onsite. The latter is a plus since the marina is located in a fairly remote part of the island. Steps from the docks are a few shops, as well as the upscale SALT Plage restaurant nearby and part of Christophe Harbour. According to Aeneas Hollins, director of yachting, Phase II of the marina's development will include a total of 250



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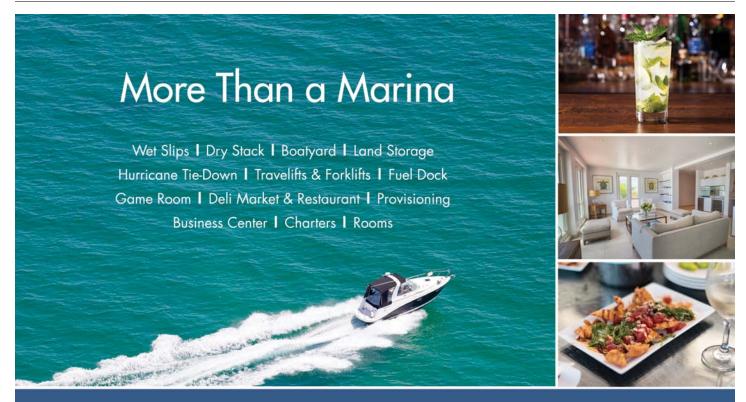
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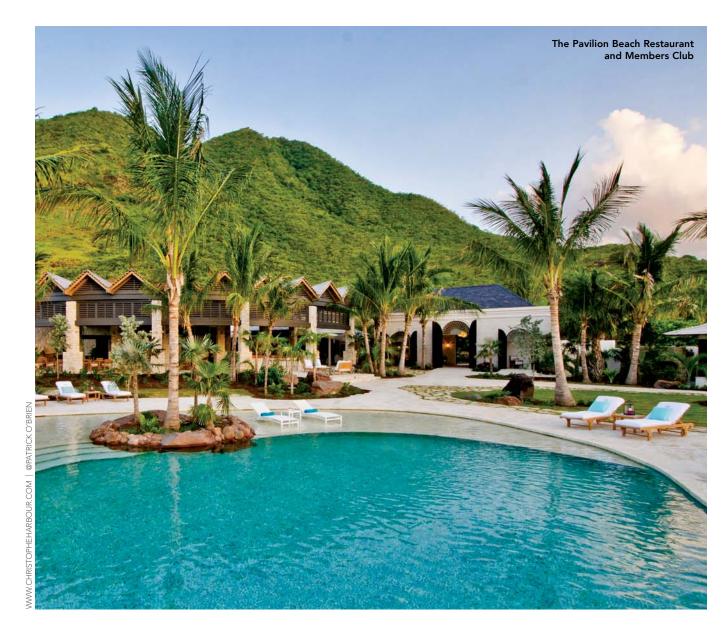
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berths, a quarter of which can accommodate yachts up to 240-feet, and six slips specifically for yachts 350 to 400 feet. The ability to berth this number and size of vessels Hollins calls a 'gamechanger' in the area.

There are several anchorage and bays in St. Kitts such as Friar Bays, Ballast Bay, Old Road Bay. However, the best and most popular for overnight anchoring are Whitehouse Bay, Frigate Bay and Basseterre Bay.

St. Kitts Marine Works, located 10 miles northwest of Basseterre, is a major dry-docking facility. It's home to one 150-ton lift, one of the three largest in the Caribbean. The small marina here has 10 slips and serves as a major storage facility in the Leeward Island especially during hurricane season. Some of the services offered are launch and recovery, vessel stor-

age, sandblasting, pressure washing, steam cleaning, CCTV coverage, internet service, 24-hour security, hull maintenance and engine repairs.

SEE & DO

The 101-square-mile island of St. Kitts features lots to see and do ashore.

Likely the most famous historic attraction is the Brimstone Hill Fortress and National Park. This UNESCO World Heritage Site was built during the 17th and 18th century from the island's volcanic rock deposits. The Fort George Museum located in the imposing Citadel gives an up close and personal look at what a soldier's life was like back then. A magazine bastion, Royal Engineers' quarters, and infantry officer's quarters are other areas open to tour.

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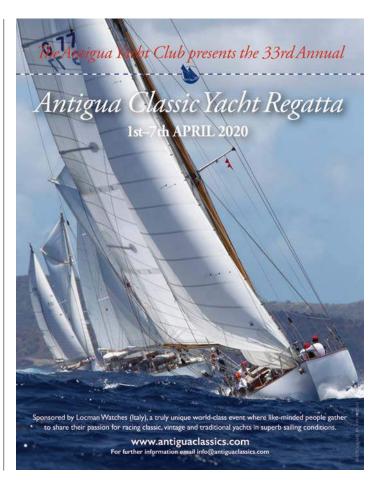


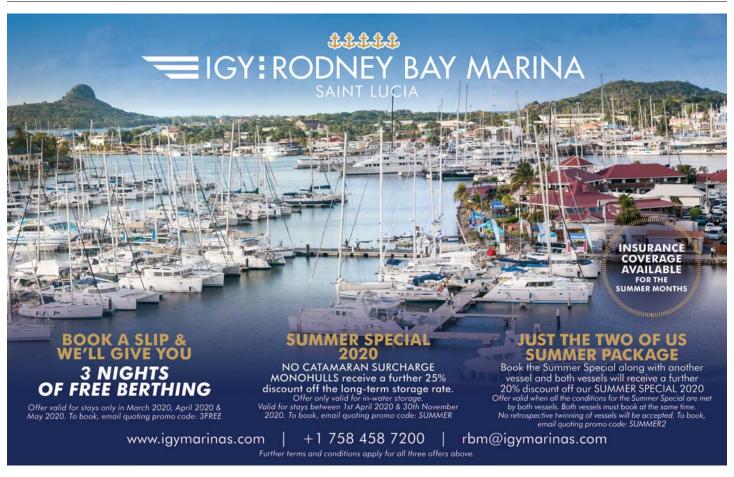
Those who'd like to really shake out their sea legs can hike St. Kitts' Mount Liamuiga Volcano. At nearly 4,000 feet high, the view from the top is definitely worth the steep 3.7-mile climb up through the jungle. A tour guide is definitely recommended for both safety and to learn more about this history, flora and fauna and sights along the way.

A historic walking tour of Basseterre, a visit to see and buy originally-designed fabrics at Caribelle-Batik, a ride on the sugar train, zip lining adventure and keeping an eye out for St. Kitt's famous green monkeys are all perfect for a see-and-do list. With the yacht tourism industry in an upswing, St. Kitts will be even easier to visit by sea in the future.







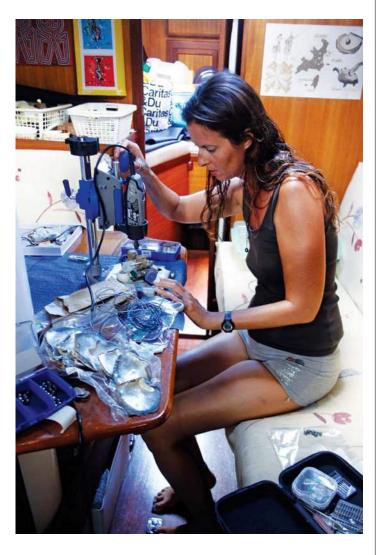




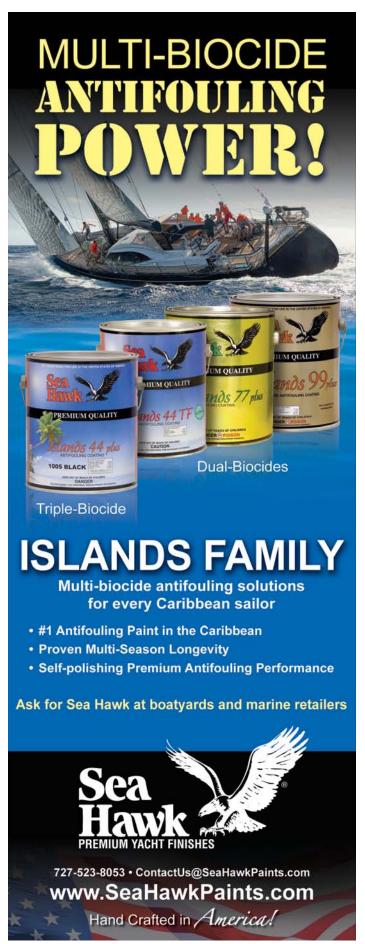
ver the years we have met many unhappy cruisers. Singlehanders, who have not set out alone, couples that quarreled to the point where at least one of them wanted to leave, others who wanted to stay together, but were relieved to have the boat put up for sale. Talking to them revealed countless reasons, but in the end it seemed to us that not

the big issues had ended their dream of a happy life under sails, but rather the little things (or the lack of them) that had almost unnoticed, but continuously sucked all joy out of their daily routine.

Many crews set out with inadequately equipped boats, but the camping-like lifestyle quickly grinds them down. You









don't need a luxorious mega-yacht to be a happy cruiser, but everybody craves a certain level of comfort—you just have to find out what that means for you (and your partner!). Sometimes it might be better to save for another year and buy a seaworthy vessel instead of ending up with a boat that's just a tick too small for a big ocean, leaks into your cupboards whenever there's rain or spray in the air or keeps you in port with one repair after the other while the elderly equipment quits. It certainly does not pay off in the long run to scrimp on essential equipment and safety. A trustworthy anchor keeps your home safe and gives you the peace of mind to sleep while other crews stay up on



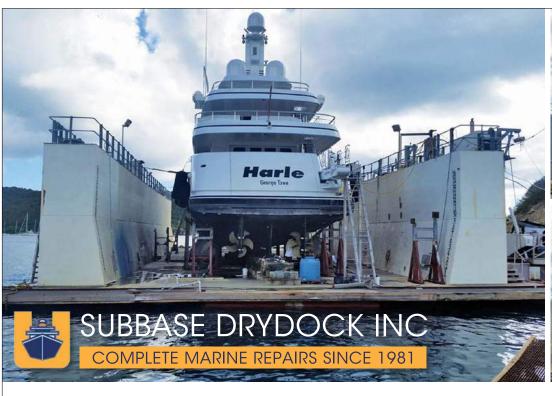
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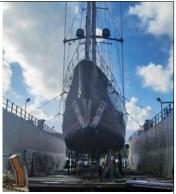


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- A herb garden that adds fresh ingredients to meals.
- A high-quality mattress to ensure restful sleep.
- A shower on the aft-deck to rinse off the salt before it contaminates the rest of the boat.
- A sun-awning with side covers over the cockpit to enlarge the living space on hot, but also on rainy days.
- Improvised dinghy floorboards to keep feet and shopping dry.
- Ample storage space for provisioning and an array of tools and spare parts to repair crucial things in remote places.
- Home-brewing equipment.
- A library with real books (made of paper).
- Our cat.

anchor watch and to enjoy land excursions while the boat remains unattended. A strong electric windlass isn't just a relief for the back, but is also an important safety feature if you have to leave the anchorage in nasty weather with waves building up. A dodgy engine guitting while you're navigating in tight quarters might end with the boat wrecked on a reef.

Other basic pieces of equipment are not essential for the seaworthiness of the boat, but the wellbeing of the crew. The lack of a (properly working) toilet can lead to a mutiny in the long run. Unless you are among the few people who actually enjoy drinking warm beer, a reliable fridge that won't quit with a month's supply of fresh food to be eaten within 2 days is a must. Enough energy (preferably from alternative sources) keeps the crew happy on gray and rainy days. An outboard engine that needs coaxing and special technical skills to get it running weighs heavily on relationships. She's frustrated as she doesn't dare to venture out alone, he accuses her of the wrong technique when pulling the starter cable and another day in paradise is ruined.

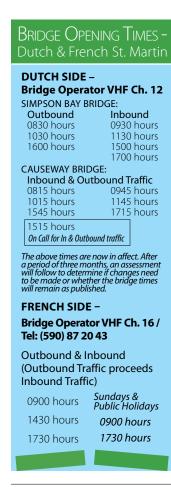
If you're still a landlubber or a part-time cruiser, but consider choosing the cruiser's lifestyle take a moment to think about your daily routines. What little amenities would you miss most? If there's any way to make them fit, take them with you--even if they now seem trivial and you're convinced that you can do without them, they might one day be the reason that you quit cruising... You enjoy live concerts? Just install that ridiculously expensive HiFi system. Think you'll miss going to the movies? There's a place somewhere in the saloon for a video wall. We have met boats that carried 6 different kites, a washer-dryer, a flight simulator, etc. etc.—what seems ridiculous to one person ensures the happiness of another (even a jewelry workshop might fit).

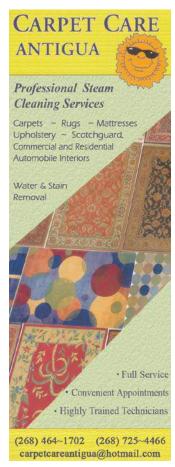
If you're already living the dream, but don't enjoy it like you thought you would, sit down and make a list of what gets on your nerves, or what you envy on other boats. Don't suffer quietly, but get active and find a remedy for whatever ails you!

We have lived full-time on Pitufa now for 7 years and still enjoy our cruising life. Pitufa's a rather elderly and not exactly luxorious boat, but she's well maintained, keeps us safe and provides just the right amount of comfort to keep us happy.

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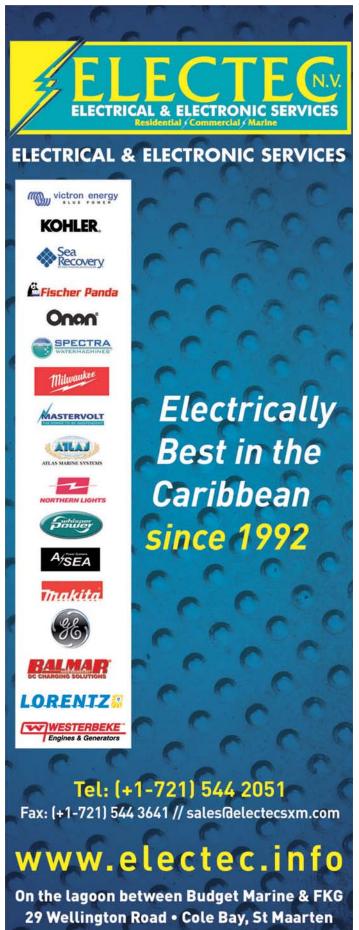


arm winds and seas plus flat bays and lagoons are the perfect conditions for stand-up paddle-boarding (SUP). What's more, unlike SCUBA that requires training and certification or the skill and agility needed to kite-

board, SUP'ing has an almost flat learning curve. Everyone from juniors to seniors – even four footed pets – can participate. Then, there's the versatility. You can paddle parallel to a beach just for fun, take paddle tours, partake in paddle yoga, paddle race, and the list goes on. Best of



all, the Caribbean is one of the best destinations in the world to SUP. This is thanks to climate and topography as well as the number of professional operators who offer everything necessary to SUP under the sun. Here are 8 top places to try:





1. Long Bay Beach, Providenciales, Turks and Caicos Islands.

Calm waters due to shallow depths are a signature feature off this gorgeous 3-mile long island located on the island's southeast side. The southwest end of Long Bay is where there are SUP rentals. WaterPlayTCI, for examples, offers paddleboards to rent by the hour or day, SUP yoga classes and 1.5-hour guided SUP tours of the nearby mangroves. There are also several rental houses along Long Bay Beach, many of which come with equipped with paddleboards. www.waterplaytci.com



2. Magens Bay, St. Thomas, U.S. Virgin Islands.

Named one of the 10 most beautiful beaches in the world, the nearly 1-mile long heart-shaped bay was hand-made by nature for SUP'ing. For one, "the offshore breezes makes the water as calm as a lake," says Sharie Smyth, who runs the Yak Shak Rentals. Secondly, "Magens Bay is a nature preserve, meaning no motorized craft are allowed off the beach, which makes the area a perfect natural habitat for sea turtles, marine birds and an array of tropical fish. Lastly, the length of the beach makes for a one of a kind paddle boarding experience." The Yak Shak rents Surftech boards by the hour. www.facebook.com/yakshakmagensbay

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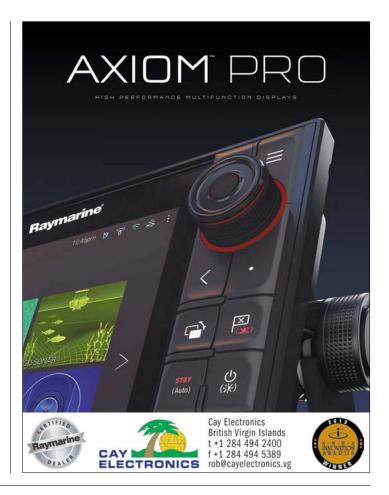
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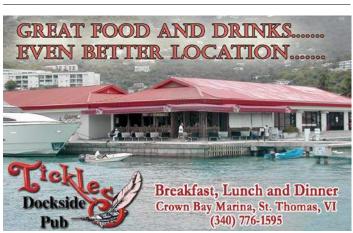




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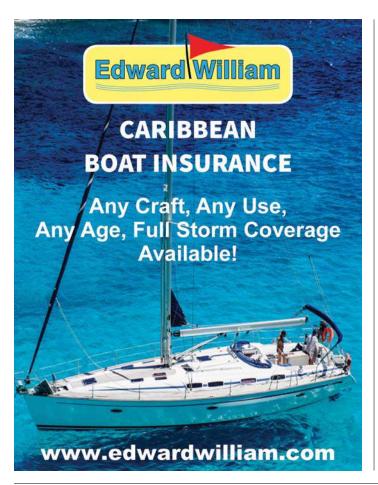
3. North Sound, Virgin Gorda, British Virgin Islands.

Located off the northeastern end of Virgin Gorda and bordered by four islands - Mosquito, Prickly Pear, Eustatia and Necker - as well as a connecting reef system, it definitely takes a big blow to create a ripple here. The Sound, measuring 3000plus acres of sea, is a huge watersports mecca with resorts, marinas, bars, restaurants and rental shops dotting the shores. One of these, set to re-open this year, is the Bitter End Yacht Club (BEYC). "We will have as many as 12 boards and two different sizes (10'6" and 11'6") for different sized riders," says John Glynn, the BEYC's vice president of sales and marketing. "We will also be adding 2 rigid Inflatable SUPs from our provisioning line as folks seem to really like these. We will also offer SUP Yoga two to three times a week and will have one annual SUP Yoga Retreat." beyc.com



4. Cul-de-Sac Bay, St. Martin.

Pinel Island, situated about a mile off the mainland of French St. Martin, is a great destination for starting, stopping or sightseeing during a SUP excursion. "The island is part of a nature reserve and the marine park is amazing to explore from above, with a paddleboard," says Oswen Corbel, who runs the Pinel Island-based, Caribbean Paddling. "On their way to Pinel Island, our customers can see our sea turtles and stingrays playing in the Caribbean Sea, and paddle next to them." The company rents solo and tandem paddle boards, rigid and inflatable boards and offers day and week rentals. The latter works especially well when chartering a catamaran to explore St. Maarten and the nearby islands of Anguilla and St. Barths.







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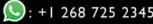
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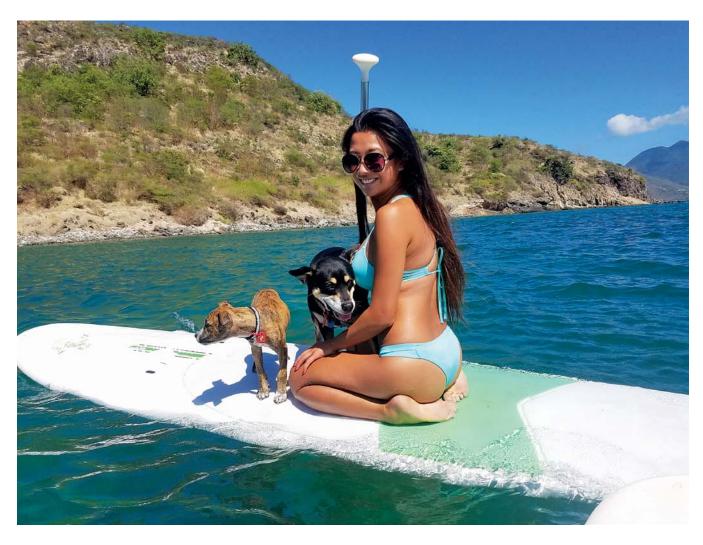


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5. South Friars Bay & Cockleshell Bay, St. Kitts.

A two-hour going-with-the-current tour along the scenic shoreline of St. Kitt's southern peninsula is definitely something special. "The rigid mountains along the shoreline, megayachts and expensive luxury homes are sights to see along the way," says Jeff Andrade, who owns St. Kitts Water Sports. "This tour departs from White House Bay and finishes at our Carambola Beach Club location on South Friars Bay, where there's great food, frozen drinks, beach chairs, snorkeling, etc." The company also ½- and 1-hour SUP rentals from this as well as its Reggae Beach Bar location (Cockleshell Bay) at the peninsula's nearly southernmost point. www. stkittswatersports.com







6. Carlisle Bay, Barbados.

This south-island bay, located near the island's capital of Bridgetown, is a popular destination for sailors (both the Barbados Yacht Club and Barbados Cruising Club are located here), scuba divers (thanks to the bay being a marine park) and paddleboarders (flat calm waters). Paddle Barbados offers board rentals, lessons, guided tours, SUP yoga and combination SUP and snorkel and SUP and surf packages from its base on Pebbles Beach. There's also a seasonal tour that features an exhilarating 5.5-mile downwind paddle along Barbados' South Coast. "November through June are when the easterly wind creates perfect rolling swells for a great downwind run," says Sarah Ruggieri, managing owner. www. paddlebarbados.com





7. Southwest Coast & Beyond, Grenada.

The Spice Island is a great place to paddleboard because of the variety of locations and conditions combined with a lack of crowds. "There is flat water behind barrier reefs and small outer islands on the Southwest Coast around Egmont, Calivigny, Woburn and Mt. Hartman these areas are suitable for beginners to do safe downwind trips," says Derek Pickell, owner and manager of the Morne Rouge or BBC Beach-based SUP Grenada, which rents boards ranging from 10' to 12'6". "The rolling swells along the Southwest Coast from La Sagesse to Lance Aux Epine is an exciting downwind route for experienced paddlers to ride rolling swells. There is consistent waist to shoulder high surf at Prickly Bay; great for paddle surfing year round, and Cherry Hill has world class overhead barreling waves in the winter months in a north swell. Protected bays for safe paddling for beginners and families include La Sagesse, Egmont, Westerhall, and Prickly Bay. www.supgnd.com



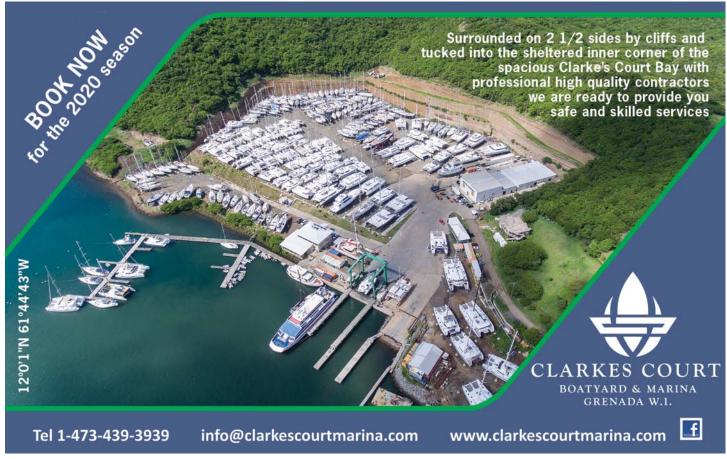


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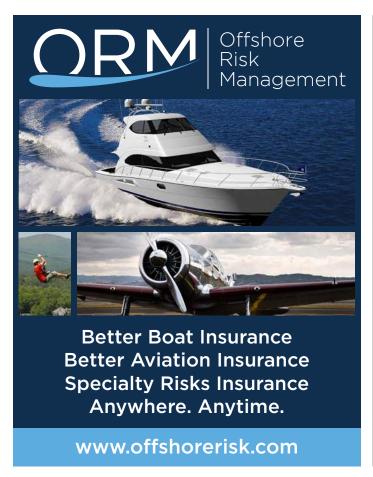


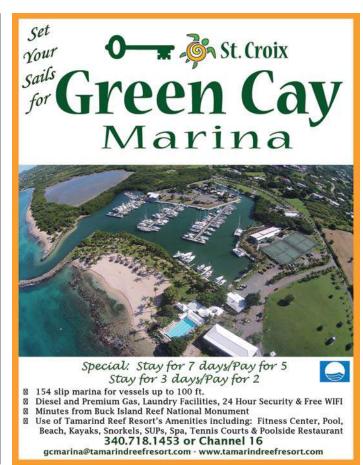


8. Spanish Water, Curacao.

See mangroves, stunning scenery, exotic tropical birds and luxurious villas on a guided SUP tour of this large lagoon located 6 miles southeast of the island's capital of Willemstad. "Curacao is a windy island, which normally wouldn't create the best SUP conditions in the world, but because of the island's angle to the wind and elongated shape it is a SUP downwinder heaven. In fact, you can do the whole 50-mile southern coastline downwind, passing about 40-plus different beaches including those not on any map," says Ingmar Schnitzler, co-owner of SUPCuracao. supcuracao.com











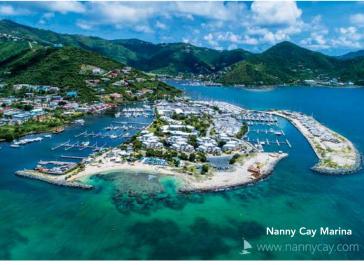
t's safe to say that hundreds of private yachts migrate south to the Caribbean for the winter from colder climates up north in the U.S. and Europe. Add to this number a repositioning of boats from other destinations to bolster island-based charter fleets to meet rental demand. Then, combine this with two other facts. First, there's a finite amount of waterfront, and this is increasingly protected making it harder for marina developers to create new facilities. According to a 2013-report from the Economic Commission for Latin America and the Caribbean, out of 22 island nations,

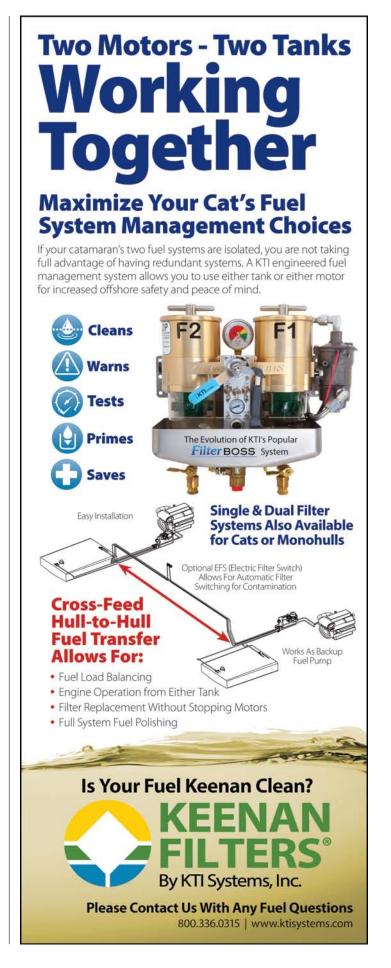
there are 111 marinas with 5814 berths. Secondly, a greater number of mega and superyachts mean more dock space required for fewer total vessels. The question then becomes: Does all this add up to transient slips being at a premium in Caribbean marinas?

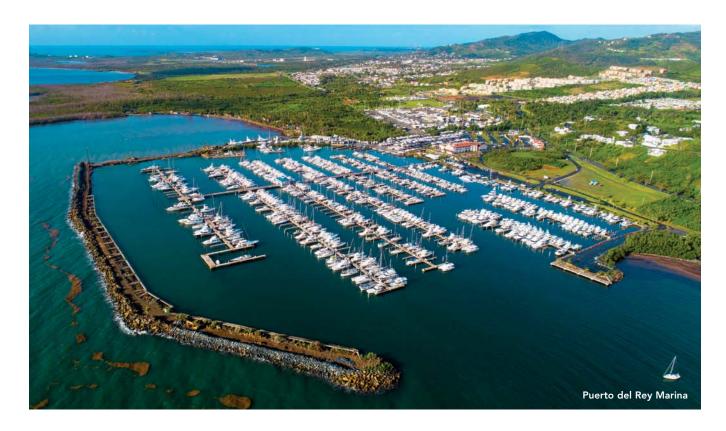
Yes and no.

"The Caribbean's winter season is the busiest of the year because people look for warm weather, calm seas and in









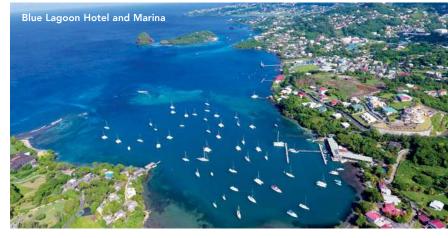
our case, a place where they can enjoy many experiences, beyond yachting. So, I would have to say yes," says Sarah Pelegrin, public relations manager for Casa de Campo, in La Romana, Dominican Republic, where 30 percent of the 350 slips at Marina Casa de Campo are reserved for transient boaters.

Krisztina Phillips, general manager at the 44-slip St. Croix Marine Center, in Gallows Bay, on the U.S. Virgin Islands of St. Croix, agrees and adds, "Yes, slips can fill up fast in peak season, especially if we get a few larger vessels. We lost one of our docks to Hurricane Maria and are waiting

on the repair/replacement. This reduces the number of slips we currently have. However, about 50 percent of our slips are available for transient vessels."

Hurricane damage also continues to affect slip space availability on islands like St. Maarten/St. Martin.

"Our marine inventory is still quite depleted since Irma," says Christopher Marshall, managing director of FKG Rigging, Hydraulics and Fabrication in and board member of the St. Maarten Marine Trade Association. "This applies more to the French side and what is available for the smaller cruisers, which is defined as people living aboard their



monohull boats or catamarans up to 60 foot as opposed to the larger sailing and megayachts. On the high end, the larger marinas have done a good job of re-building their inventory. That would be IGY at Isle De Sol, Port De Plaisance, LA Palapa and then a new Skyport Marina that has 6 large berths. Beyond this, the percentage of home ported vessels to transients is probably close to 30:70. So in the off season you could expect that less than 30% of the entire available slips are occupied. This will be more extreme in the cases of the higher end marinas. For Instance IGY Isle De Sol can be totally empty in the off season and 100% booked in season whereas a smaller more cruiser oriented Marina like Lagoon Marina will probably only fill to 50% in the off season, but it



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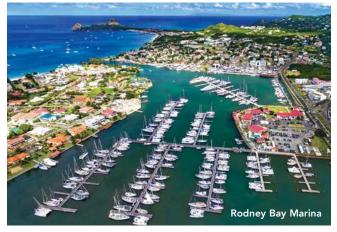
means that they have more long term clients making it more difficult to get a longer term berth in season."

The majority (85 percent) of the 155-berths at the Jolly Harbour Marina, in Jolly Harbour, Antigua, are for transients and it's especially busy from November to May, according to Jo Lucas, general manager of Eastern Caribbean Marina & Boatyard Ltd, which owns the marina. "Many owners select Jolly Harbour Marina as a safe place to leave their vessel if they have reason to return to their home or travel in between sailing. We welcome visitors from around the world."

Within the winter high season, there are additional peaks of demand for slip space.

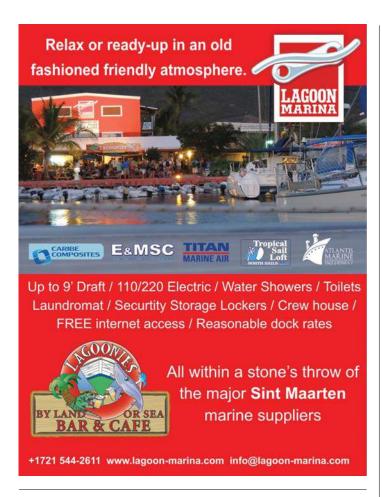
"Generally, we don't fill up completely at the marina. Although if there is an event like a rally, the ARC+ or Viking Explorers, it can fill up fast," says Sophia Hadley, general manager of the 20-slip Blue Lagoon Hotel and Marina, in St. Vincent. "In general, 10 to 15 percent of our slips are available for transients in high season."

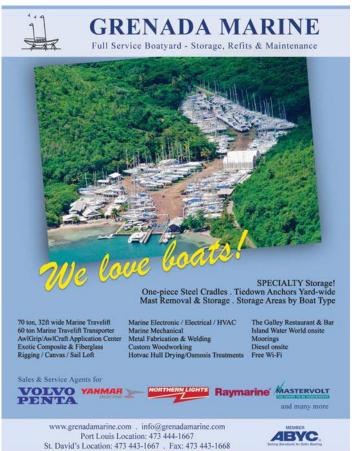
Justin Smit, manager at the Nanny Cay Marina, in Tortola, British Virgin Islands, also sees peaks in slip demand, sometimes unpredictable, in the winter season. For example, "Christmas winds can be predicted but people only react once they actu-



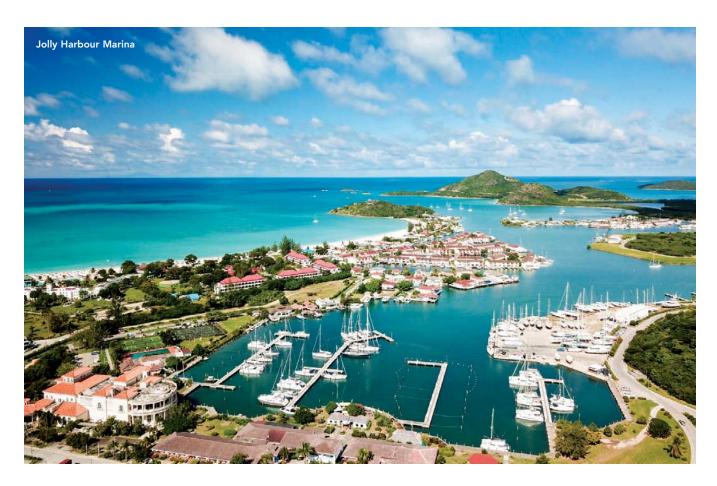
ally are happening. Suddenly we would get an influx of vessels if a northerly swell or high winds come up. We also consider professionally crewed charter vessels as part of our transient group. They can flood in over this week prior to Christmas and fill up marinas in prep and provisioning for the charter over Christmas and New Year. Yet, Nanny Cay has the largest offering of slips it has ever had to offer and we are yet to be fully loaded. We have a total of 320 monohull berths for varying sizes. Around 100 of those slips are available to transient vessels."

Come off-season or in the late spring, summer and early fall, many Caribbean marinas remain busy.









"Snowbirds coming down from the U.S. steadily fill slips fast since Puerto Rico is the gateway to the Caribbean, meaning our marina is a great staging point for boaters going to the BVI's, USVI's and other nearby islands. However, the summer season generates more local traffic from the area but stays are longer due to the great weather," says Carlos Ponce, sales and customer manager at the 1000-slip Puerto del Rey Marina in Fajardo, Puerto Rico. "As of now, we are allocating 10 to 12 percent of our total wet slip capacity towards transient boaters. This means we have about 120 slips for our visiting boaters."

The docks are busy year-round at Clarkes Court Marina & Boatyard in St. George's Grenada, says Richard Murphy, boatyard manager. "This is because of our sheltered location, protection during hurricane season and excellent repair facilities. That said, all of our slips are for transient vessels. We have up to 20 slips and can accommodate vessels up to 140-foot LOA."

In the end, a 'sooner the better' approach is best when it comes to reserving transient slip space.

"We recommend reserving ahead, one or two weeks in advance, since by then one's plans would be more concrete," says



Shane Macauldy, marketing, sales and events manager for IGY's Rodney Bay Marina, in St. Lucia, where out of the total 253 slips, 221 are available for transient and visiting sail/powerboats with the 32 remaining slips reserved for superyacht berthing. "However, we shan't turn away the boater who calls us on Channel 16 from the outer bay requesting a last-minute berth. We understand that cruising in the Caribbean predisposes boaters to spontaneity and the contagious laidback Caribbean vibe, so we in turn offer flexibility to the travelling boater." 0

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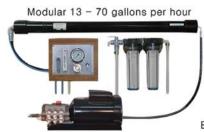
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MEZAN PANAMA 2006

RUM BY CLINT AND TERRY BORAM

e're going to say up front, Mezan Panama 2006 is an outstanding rum. From the time we opened the bottle until the last hint of finish dissipated, we were mesmerized by the aromas and notes this unassuming rum presented.

There is a bit of mystery surrounding rums under the Mezan name. Neither a distillery of origin nor an age is listed on the bottle or on any literature associated with the rum. The rums are single sourced from distilleries throughout the Caribbean, Central America and South America. Mezan Panama 2006 is crafted at an undisclosed distillery in Panama which grows its own sugarcane. The distillery uses columnstills then ages the rum twice in separate sets of white oak American Bourbon casks.

Although the bottle has a "vintage" date of 2006, we simply don't know the age of the rum. What we do know is once the Cellar Master deems the rum has reached its maturation the rum is bottled one cask at a time. The Mezan motto is "The Untouched Rum." The rums are "unblended, unsweetened, uncolored, and only lightly filtered." Pure heaven.













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HE SAID

I am struck by the soft sweetness on the nose with undertones of younger white oak. There are hints of floral, apricot, guava and mango. A longer inhale does present a bit of an alcohol burn though. The first hit to the palate has a peppery note with a fizzy effect that tickles the senses. The young oak is also here taking the rum all the way to the finish. It's tough to describe the changes that happen on the palate. With each sip I'm finding more and more floral, fruit and spice in conjunction with the pepper and oak. I so enjoy what I'm uncovering.

SHE SAID

The beautiful amber liquid provides lots of finger lacing on the glass. Even before I bring the glass to my nose, I'm already excited about sipping this rum. The nose is very soothing with orange, vanilla, caramel and no hit of spice. With all this love going on on the nose I was surprise by my initial sip. The liquid fired on my tongue, quickly hitting the back of my throat making me cough (there's the spice Clint gets.) The finish though hangs with me and is as satisfying as the nose. The second sip finds a richness of caramel that engulfs the palette then quickly dissipates to a fiery mid-palate with a very smooth finish. I want to hold on to the finish for as long as I can before starting the process over again.

OVERALL

Mezan Panama 2006 offers the same characteristics as a good single malt or bourbon. With each sip you are wondering how the producers got all these notes out of one single barrel. Definitely take your time to explore everything this rum has to offer. It's well worth the \$52 price point.

4.90 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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Aruba	Renaissance Marina Aruba	297-588-0260	13′	200′	50	•	110/220		•				•	•	•	16/69	•
Aruba	Varadero Caribe www.varaderoaruba.com	297-588-3850	8′	120′	75	•	50/30 amp				•			•	•	68	•
Curaçao	Curaçao Marine	5999 465 8936	13′	120′	30	•	110/220/380		•		•	•	•		•	67	FREE
Curaçao	Curaçao Yacht Club www.curacaoyachtclub.com	5999-767-4627	16′	160	120	•	110/220 v; 50 hrz		•	•	•			•	•	68	FREE
D.R.	Casa de Campo Marina	809.523.8646/ 8647	16′	250′	350	•	110/220 v to 60 hrz	•	•	•	•	•	•	•	•	68	•
D.R.	Marina Zar Par	809-523-5858	12′	120′	110	•	110/220, 308	•	•	•	•	•	•	•	•	5	FREE
D.R.	Ocean World Marina	809-970-3373	12' +	250′	104	•	110/220	•	•	•	•	•	•	•	•	16/68	•
Grand Cayman	Barcadere Marina	345-949-3743	8′	150′	83	•	30, 50, 100 & 200 amp single phase; 100 & 200 amp 3 phase; 60hz		•	•	•		•		•	16	FREE
Grenada	Clarkes Court Boatyard & Marina	473-439-3939	11′	150′	20	•	110/220; 50hrz				•	•		•	•	68	FREE
Grenada	Grenada Marine	473-443-1667	15′	70′	4	•	110/220		•		•	•		•	•	16	FREE
Grenada	Le Phare Bleu Marina	473-444-2400	15′	120′	60	•	110/220/480		•	•	•	•	•	•	•	16	FREE
Grenada	Port Louis Marina	473-435-7431	14.76	90m	170	•	110/208/220/230/240/ 400/480/630V	•			•	•	•	•	•	14	FREE
Grenada	Whisper Cove Marina www.whispercovemarina.com	473-444-5296	15′	100′	18	•	110/220, 50hrz				•	•	•	•	•	68	•
Guadeloupe	Marina Bas-du-Fort	590 590 936 620	15.5′	210′	1,100	•	110/220/380		•	•	•	•	•	•	•	9	FREE
Jamaica	Errol Flynn Marina & Shipyard	876-715-6044	32′	600′	33	•	110/220/480 1&3PH 50/60HZ	Cable	•	•	•	•	•	•	•	16/9	FREE
Panama	Bocas Marina www.bocasmarina.com	507-757-9800	20′	150′	83	•	110 -220v		•		•	•	•	•	•	68	FREE
Panama	Red Frog Beach Marina redfrogbeach.com	+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	Shelter Bay Marina	507-433-3581	20′	320′	192	•	60 HZ, 120/240V 50-Amp, 100 Amp Single Phase, 208V	•	•	•	•	•	•	•	•	74	•
Puerto Rico	Club Nautico de San Juan	787-722-0177	31′	250′	121	•	110 volts / 220 / 480 for megayachts		•	•	•	•			•	16/10 68	•
Puerto Rico	Marina de Salinas	787-824-3185	10′	65'	103	•	120/220V, 30/50 amp		•	•	•	•	•	•	•	16	•
Puerto Rico	Marina Pescaderia www.marinapescaderia.com	787-717-3638	8′	115′	99	•	30, 50, and 100 amp		•	•	•	•	•	•	•	16	FREE
Puerto Rico	Ponce Yacht & Fishing Club	787-842-9003	20′	150′	169	•	110/220V, 30A, 50A and 100A		•	•	•	•		•	•	68	FREE
Puerto Rico	Puerto Del Rey Marina	787-860-1000	15′	260′	1,000	•	120/208V single & 3 phase; 30, 50,100 & 200 amps; 60 Hz	Cable	•	•	•	•	•	•	•	16/71	FREE
Scrub Island, BVI	Scrub Island Resort, Spa & Marina www.scrubisland.com	(284) 394-3440	30′	160′	55	•	30, 50 & 100 amp				•	•	•	•	•	74	•
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St. Croix	Green Cay Marina at Tamarind Reef Resort	340-718-1453	8′	100′	154	•	110/220V - 30A, 50A, 200A	•	•	•	•	•		•	•	16	FREE
St. Croix	St. Croix Marine	340-773-0289	11′	150′	44	•	110/220	•	•	•	•	•	•	•	•	16/18	
St. Lucia	Rodney Bay Marina www.igy-rodneybay.com an Gy destination	758-458-7200	14′	285′	253	•	120V- 480V, 30/50/100/ 125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	•	•	•	•	•	•	•	•	16	FREE
St. Lucia	The Marina at Marigot Bay	758-451-4275	16′	250′	40	•	110/220/380, 50/60 Hz	Cable	•	•	•	•	•	•	•	16/12	•
St. Maarten	Bobby's Marina www.bobbysmarina.com	721-542-2366	12′	130′	80	•	110/220V		•	•	•		•	•	•	16/69	•
St. Maarten	Island Water World Marina	599-544-5310	8′	70′	47	•	110/220V, 60Hz		•	•	•				•	74	FREE
St. Maarten	Lagoon Marina Cole Bay Waterfront	599-544-2611	9′	100′	45	•	110/220	•			•	•	•	•	•	16	FREE
St. Maarten	Simpson Bay Marina www.igy-simpsonbay.com an ☐ IGY destination	721-544-2309	13′	196′	114	•	480V 3-phase 100 amps/ leg; 220V 3-phase 100 amps/leg; 220V 50 amps; 110V 30 amps 60hz	•	•	•	•	•	•	•	•	16/ 79A	FREE
St. Maarten	The Yacht Club at Isle de Sol www.igy-isledesol.com an IGY destination	721 544 2408	18′	320′	45		480V 3-phase 100 amps/ leg; 220V 3- & single- phase; 100 amps/leg; 220V 50 amps 60hz	•	•	•	•	•	•	•	•	16/ 78A	FREE
St. Thomas	American Yacht Harbor www.igy-americanyacht harbor.com	340-775-6454	10′	110′	134	•	120/208Y/240 VAC 30 to 100 amps, 60 Hz	Cable	•	•	•	•	•	•	•	16/6	FREE
St. Thomas	Crown Bay Marina www.crownbay.com	340-774-2255	24′	200′	99	•	30, 50, 100amp 120v, 208v, 220v, 480v	Cable	•	•	•	•	•	•	•	11	FREE
St. Thomas	Yacht Haven Grande www.igy-yachthaven grande.com	340-774-9500	18′	656′	48	•	120/208Y/240/480Y VAC 50 to 600 amps, 60 Hz Ability to hard wire	Cable	•	•	•	•	•	•	•	16/10	FREE
Tortola, BVI	Nanny Cay Marina	284-494-2512	12′	125′	200	•	110/220		•	•	•	•	•	•	•	16	•
Tortola, BVI	Soper's Hole	284-495-4589	25′	170′	50	•	110/240	Cable	•	•	•	•	•	•	•	16	Cafe
Tortola, BVI	Village Cay Marina	284-494-2771	12′	200′	106	•	110/220/308	Cable	•	•	•	•	•	•	•	16/71	FREE
Trinidad	Power Boats Ltd	868-634-4346	13'	65′	40	•	115/220		•	•	•	•	•	•	•	72	•
Turks & Caicos	Caicos Marina & Shipyard www.caicosmarina.com	649-946-5600 649-232-1905	9′	150′	100+	•	30/50/100 amp		•	•	•	•			•	16	FREE
Virgin Gorda	Virgin Gorda Yacht Harbour	284-495-5500	10′	180′	94	•	110/220		•	•	•	•	•	•	•	16/11	•
Colombia	Marina Santa Marta www.marinasantamarta.com an IGY destination	+574363601	11.5′	132′	256	•	110/220V, 60hz		•	•	•	•	•	•	•	16/72	FREE

OUTSIDE OF CARIBBEAN:

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

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Caribbean boatyards

All At Sea's Caribbean Boatyards Guide

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Antigua	Jolly Harbour Marina / Boat Yard	17 04 46.4 N	61 54 37.0 W	(268) 462- 6041	13′	80′	19′	no limit	110/220	8am- 5pm	70 4	•		•	•	•	•	•
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 45	•		•	•	•	•	•
Curaçao	Curacao Marine	12' N	68' W	599 9 562- 8000	9′	120′	33′	193	110/220 380	8am- 5pm	60	•		•	•	•	•	•
La Romana, D.R.	IBC Shipyard	18° 23′ 55″ N	68° 53′ 55″ W	+809 449 3321/3323	12′	110′	26′	no limit	110/220 3 phase 100/50/30 amp	8-5 M-F	120	•	•	•	•	•	•	•
Grenada	Clarkes Court Boat- yard & Marina	12° 00.6′ N	061° 44.0′ W	473-439- 3939	11′	150′	37′	0	110/220; 50Hz	7:30am- 4:30pm	242	•	•	•	•		•	•
Grenada	Grenada Marine	12° 01:20	61° 40:42	00-1-473- 443-1667	12′	75′	31.5′	0	110/220	8-5, M-F; 8-12, Sat	70	•	•	•	•	•	•	•
Grenada	Spice Island Marine Services	12.041 N	61.45 W	473-444- 4257	12′	70′	25.4′	0	110/220	8-4 M-F	70 4	•	•	•	•	•	•	•
Panama	Bocas Yacht Services	09° 17.3′N	082° 23.06W	507- 6619-5601	10′	65′	20′	no limit	120/220	7:30- 3:30pm	60 &	•		•	•		•	
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 4 <u></u>	•	•	•	•	•	•	•
Puerto Rico	Puerto Del Rey Marina	18° 17.3 N	65° 38 W	787-860- 1000	15′	150′	33	no limit	120/208V single & 3 phase; 30, 50,100 & 200 amps; 60 Hz	8am- 5pm	155 &	•	•	•	•	•	•	•
Sint Maarten	Megayard	18°02′ 13.24 N	63°05′ 08.52 W	1-721-5444- 060	12′	200′	33′	12′	110/220	8-5 M-F	150	•	•	•	•	•	•	•
St. Lucia	Rodney Bay Marina an IGY destination	14°04 '32. 72" N	60°56 '55. 63" W	758-458- 7200	11′	75′	28′	no limit	120V- 480V, 30/50/ 100/125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	8am- 5pm	75 4	•	•	•	•	•	•	•
St. Croix, USVI	St. Croix Marine	17° - 45′ N	64° - 42′ W	340 773- 0289	11′	68′	13′-8″	no limit	110v 30amp; 220v 50amp; 3 phase 100amp	8-5, Mon- Sat	60 4	•	•	•	•	•	•	•
St. Kitts	St. Kitts Marine Works	17° - 20.3′N	62° - 50.1′W	1-869-662- 8930	12′	120′	35′	no limit	110/220/3 phase 100amp	7-4 M-F	150 <u>&</u>			•	•		•	•
St.Thomas, USVI	Subbase Drydock	18 N	65 W	340-776- 2078	16.5′	190′	50′	no limit	440 three phase/220/110	8-5, Mon- Sat	1000			•		•	•	•
Turks & Caicos	Caicos Marina & Shipyard	21.45. 57N	72.10. 47W	649-946- 5600	9	150			30/50/110 amp	24x7	75 4	•		•	•	•	•	•

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MARINE TRAVELIFT

SOUTHEAST U.S. MARINAS

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

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Washington D.C. / MD	VA MD	National Harbor Marina www.igy-nationalharbor.com an IGY destination	301-749-1582	Call	160′		•	30/50/100 single and 3 phase	•	•	•	•	•	•	•	•	71/16	•
Beaufort	NC	Jarrett Bay Boatworks	252-728-7100	10′	135′	30	•	30/50/100 Amp		•	•	•				•	16	FREE
Fort Pierce	FL	Fort Pierce City Marina	772-464-1245	7′	150′	240	•	30/50/100 Amp		•	•	•	•	•	•	•	16/78	FREE
Miami Beach	FL	One Island Park www.igy-miami.com an IGY destination	754-701-4020	40′	150- 800'	8	•	100 single & 3 phase/ 200/480/600 Amp		•	•		•	•		•	11/16	FREE
Marathon	FL	Marlin Bay Yacht Club www.marlinbay.com/marina	305-731-2207	7′	60′	28	•	30/50 Amp				•			•		16	FREE
St Petersburg	FL	Maximo Marina & Boatyard www.igy-maximomarina.com an ■IGY destination**	727-867-1102	8′	110′	300	•	30/50/100 single phase	•	•	•	•	•		•	•	6/16	FREE

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SOUTHEAST U.S. BOATYARDS

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

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

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GRAND CAYMAN, CAYMAN ISLANDS. This gorgeous 5 BR/3 BA beachfront home is set on a private 0.7 acre sandy lot with fabulous views across the reef protected waters of Frank Sound. The home has 10-foot ceilings opening onto an oversized screened porch, with an electric gate, spanning the entire width of the house. An angular deck links the house to the pool. Beyond the beach lies the waters of the sound and a well-constructed dock. Price: US \$3,399,000

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CAGUABO, PUERTO RICO. Protected by over 18 vertical feet of reinforced concrete sea wall, and surrounded by beautiful stone facade privacy walls, this 3 BR/3 BA luxury retreat sits on property with over 200-feet of oceanfront. High ceilings with wood and stone accents inside. Outside, there's an infinity lap pool, plenty of parking, security shutters and two stairs for beach access. Sold completely furnished. Price: US \$900,000

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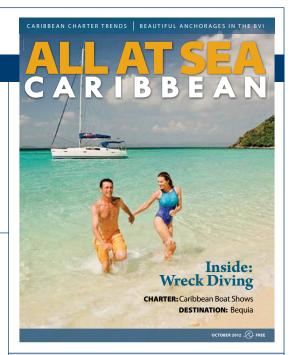
VIEQUES, PUERTO RICO. Located on the outskirts of Isabel II, this property has a 1,100-sq ft roof deck, from which you'll enjoy views of the Caribbean Sea and Culebra to the North, and nearby Fort and town to the West. This two floor building has a unit on each floor, each with 3 BR/2 BA and its own kitchen. This walled property has a garden of banana, sour-sop, and custard apple trees. Move in ready to enjoy or rent or both. Price: US \$279,000

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TURTLE BAY, ANTIGUA. Overlooking English Harbour and the Caribbean Sea beyond is Farside House, a 6 BR/3.5 BA house and separate 1 BR cottage that sit on 1.6 acres of tropical gardens. Farside boasts a large kitchen and open plan living space which opens onto a spacious sitting room and dining verandah and the wide 'floating' steps to the architect designed pool and pool house. Price: US \$1,200,000

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BELNEM, BONAIRE. Stunning newly built 3 BR/4 BA villa with direct access to the Caribbean Sea. Spacious, stylish and quality are the features immediately notices when entering this villa. There's a spacious open kitchen, which flows into the living room and the partially covered terrace, that is a wonderful place to relax. Enjoy the breathtaking views from the terrace or cool off in the private swimming pool. Price: US \$2,400,000

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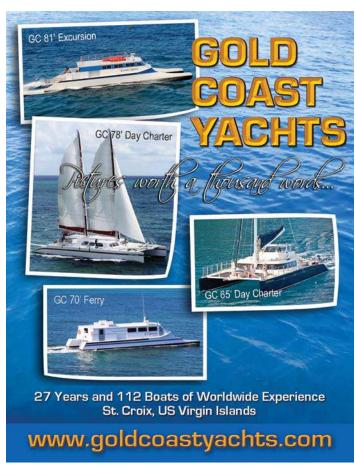
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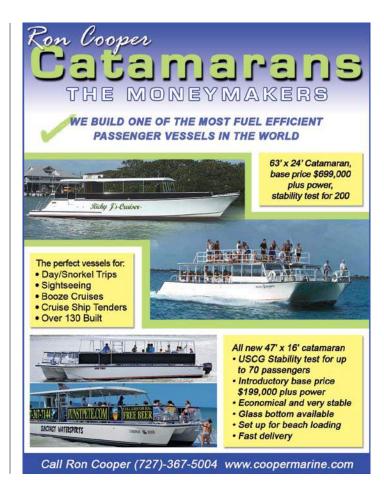
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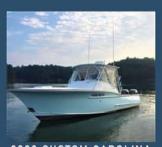
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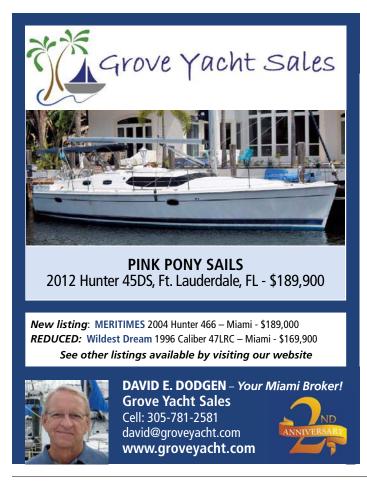
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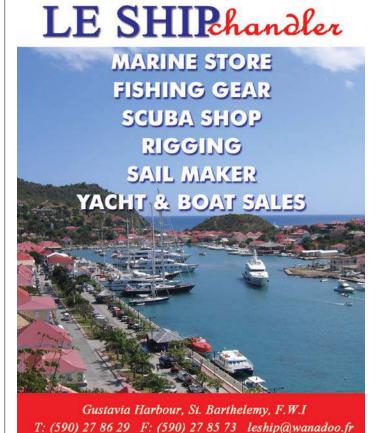






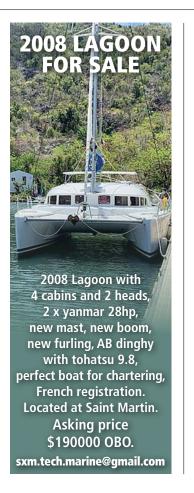
















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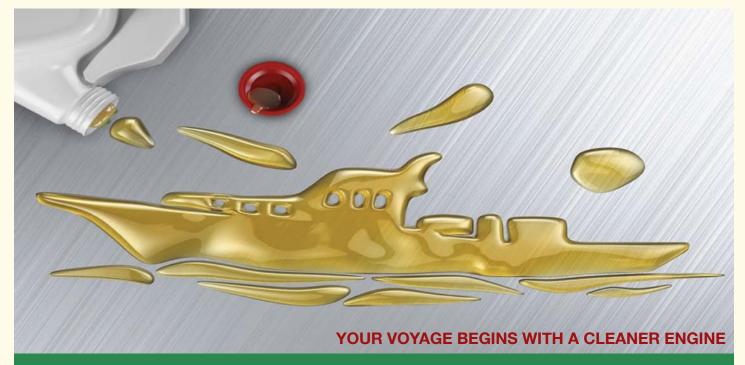
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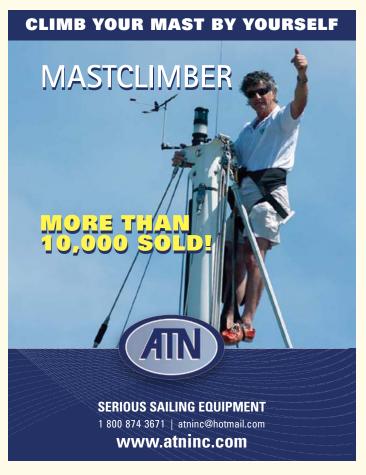














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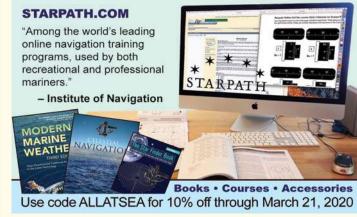
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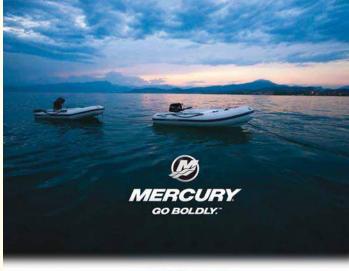


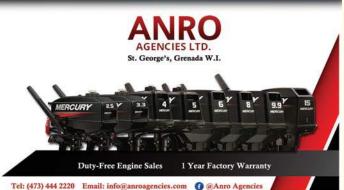




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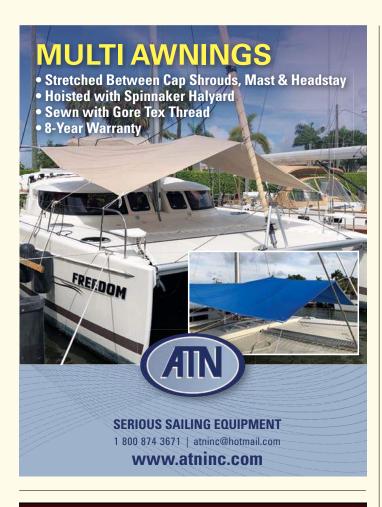
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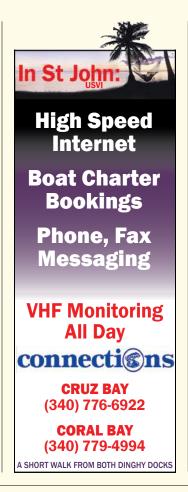
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Chia seeds are very versatile and are a great source of high-quality protein that can be added to many recipes as they have the ability to gel and thicken. Start the day with an energy packed breakfast, eat as a snack or a light dessert.

CHIA SEED PUDDINGS WITH FRESH BERRIES

Photograph taken of Chef Angie Coetzer Chia Seed Puddings, on Sweet Escape at an Antigua Charter Yacht Show Broker Luncheon Prep time: 5 minutes. Chilling time: 3 hours or overnight. Serves: 4 2 cups coconut milk, almond milk or any milk you like ½ cup chia seeds ¼ cup honey or maple syrup ½ tsp. vanilla extract, optional Favorite fruit – blackberries, blueberries

Pour ingredients into a jar and mix well. I use a whisk. Let settle for 2 or 3 minutes then whisk again. Keep mixing until you see no clumps. Cover the jar and store in fridge for three hours or overnight. Just before serving top with your favorite fruit and enjoy!

HINT: After an hour in the fridge, take out the pudding and shake or whisk it a few times to help it gel evenly.

NOTES:

- Chia pudding can be put in small glass jars, like baby food jars, small mason jars, etc.
- Can be stored for up to 5 days in the fridge. Although this recipe uses all-natural ingredients and is not a processed food; it does taste best within two days after it is made. I prefer to make it at night to have it ready for a great breakfast the next morning. But often I make several small jars, so they are available for two or three days.
- You can buy chia seeds at all major grocery stores

WHOLE CHIA SEEDS VS. BLENDED:

There are two texture options for Chia Seed Pudding. I prefer whole, but if you prefer smooth, put all of the ingredients in a high-speed blender and blend, until smooth; instead of whisking.

CHIA SEED PUDDING VARIATIONS:

There are dozens of way ways to change this recipe. Have it for a



power-packed breakfast or a simple dessert. Change the texture, color, flavor, or sweetness. Good thing is it is near impossible to ruin it.

- Add ½ cup chopped dates, bananas, pecans, or strawberries. Or, try blending fresh strawberries into a juice and use as part of the liquid in the whole chia seed recipe.
- CHAI FLAVOR: Add 1 teaspoon ground cinnamon, a pinch of cardamom, and a pinch of ground cloves.
- ST. PATRICK'S DAY MATCHA: Add 1 Tablespoon Matcha green tea powder for a bright green chia pudding.

OVERNIGHT CHOCOLATE CHIA SEED PUDDING

Prep time: 5 minutes. Chilling time: 3 hours or overnight. Serves: 4

 ¼ cacao powder or unsweetened cocoa powder, sifted
 4 Tbsp. Maple syrup
 ½ tsp. ground cinnamon
 ¼ tsp. sea salt ½ tsp. vanilla extract 1-1/2 cups Almond milk Original or coconut milk (for creamier texture) ½ cup chia seeds

In a small mixing bowl add cacao powder, maple syrup, ground cinnamon, salt, and vanilla; whisk to combine. Add small amounts of milk and whisk until thick, then add remaining milk and whisk until smooth. Add chia seeds and whisk to combine. Cover and refrigerate overnight or at least 3 hours. (After an hour, remove from fridge and whisk again).

NOTE: Before serving you can pour into a blender or nutri-bullet and pureé for 30 seconds.

Jan Robinson, Captain, Health Coach, , 2019 CYBA Hall of Fame, Yacht Chef Competition Coordinator/Judge and author of the Ship to Shore Cookbook collection; available on Amazon and www.shiptoshoreinc.com







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