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WHERE IN THE WORLD?

Congratulations Andy and Karen,
and thanks for reading *ALL AT SEA*!



Andy and Karen Crowe, 13,000 ft above sea level in Breckenridge, Colorado, taken February 21, 2020.

We have been sailing the Caribbean and the east coast of the USA on our Leopard 48, *Gratitude* and took a quick break to enjoy a ski break with the family.

Send us a high-resolution picture of you reading *ALL AT SEA*, along with a description of when and where it was taken, and you may win a free subscription. We will select one winner a month. Please send images & your information to: subscribe@allatsea.net or mail to: **382 NE 191st Street #32381, Miami, Florida, 33179-3899.**



ISLAND EVENTS & INTERESTS

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Caribbean Coverage



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Dominican Republic

Puerto Rico

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

British Virgin Islands (B.V.I.)

Anguilla

Saba

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St. Maarten/St. Martin

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Dominica

Martinique

St. Lucia

Barbados

St. Vincent & The Grenadines

Bequia

Carriacou

Grenada

Aruba

Curacao

Bonaire

Tobago

Trinidad

Venezuela

Caribbean Sea

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April 25 – May 1:
Antigua Sailing Week



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New London-St. Lucia
Flights Added
by British Airways



CARIBBEAN NEWS



If you have a
news story to share,
**PLEASE EMAIL
THE EDITOR:**
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NEW LONDON-ST. LUCIA FLIGHTS ADDED BY BRITISH AIRWAYS

Fly in and sportfish, socialize in the sun or sail. It's even easier to travel from the UK to St. Lucia thanks to two additional weekly flights on British Airways. The extra flights will run on Wednesdays and Saturdays, departing London Gatwick at 12:20 pm GMT and arriving St. Lucia's Hewanorra International Airport at 17:15 pm AST, from October 28, 2020 to March 27, 2021. In total, there will be nine British Airways flights each week during the popular winter season. The timing is perfect for those who'd like angle in the St. Lucia International Billfish Tournament at the end of October, greet friends arriving to IGY's Rodney Bay Marina with the Atlantic Rally for Cruisers in November or sail in the St. Lucia Yacht Club's Mango Bowl Regatta in December.

"The increased services from the UK market provides travelers with even more options of getting to Saint Lucia," says Dominic Fedee, St. Lucia's tourism minister. www.stlucia.org, www.britishairways.com



IGY RODNEY BAY MARINA & ST. LUCIA POLICE TEAM UP ON YACHTING SECURITY

A mutual love of marine safety and security was a cause for a welcome contribution the week before Valentine's Day. Specifically, IGY Rodney Bay Marina's operations manager presented a brand-new marine VHF radio to Elvis Thomas, assistant superintendent of the Royal St. Lucia Police from the Gros-Islet station. With this donation, the marina also coordinated training sessions on the use of the radio for all officers at the Gros-Islet station.



IGY Rodney Bay Marina Donation L to R Elvin Thomas, Assistant Superintendent of Police from the Gros-Islet Police Station and Sean Devaux IGY Rodney Bay Marina Operations Manager

"We know the police were doing their job and we were doing our job, but there seemed to be a disconnect between the two. So apart from donating needed resources, we wanted to open the lines of communication so when retrievals happen, we can put those items back in the hands of owners," Sean Devaux, IGY Rodney Bay Marina operations manager told the St. Lucia Times.

Both parties agreed that the contribution will significantly shorten response times to any calls of yachting-related incidents in Rodney Bay and the Gros-Islet area. This donation by the IGY Rodney Bay Marina is just one of several initiatives that the marina has taken, in partnership with the Royal Saint Lucia Police Force, to enhance security in the yachting sector. www.igymarinas.com/marinas/rodney-bay-marina

K1 BRITANNIA FOUNDATION LAUNCHES SPIRIT OF ST. MAARTEN

There's a new way for visitors to St. Maarten to enjoy day-cruises, night cruises, and charters while at the same time benefiting local youth and the community too. In December, local non-profit organization the K1 Britannia Foundation, launched an initiative called 'Spirit of St. Maarten'. Proceeds gained through this will help sustain charitable projects on the island. The launch took place at Lagoones Bistro, where Priya Thirumur, K1's vice president, and Iris Hakkens, K1's program manager, gave a presentation of K1's projects over the last year and both announced and led a tour of the flagship, Spirit of St. Maarten.

"The Spirit of St. Maarten is not a K1 project, it is an island project. Therefore, we have decided to call the boat the Spirit of St. Maarten, as a flagship for programs with the island's youth and



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VIKING EXPLORERS WRAP UP 2020 RALLY TO ST. VINCENT, LOOK AHEAD TO 2021



There's no need to prove Nordic ancestry to cruise with the Viking Explorers. Case in point, this year there were 17 nationalities represented among the 20 yachts and 60 cruisers who cast off from Las Palmas de Gran Canaria in early January en route to the Blue Lagoon Hotel & Marina in St. Vincent on the third edition of this annual transatlantic rally. An easy two- to three-week crossing under light winds meant the cruisers had plenty of energy to explore St. Vincent.

"We like St. Vincent and the Grenadines (SVG) very much and stay for many weeks every year even after the event is done," says Mike Westin, who with Oliver Solanas Heinrichs organizes the rally. "The participants say that SVG, especially the smaller islands are 'postcard Caribbean'. On the main island of St. Vincent, many visited both the Botanical and Montreal gardens and loved the lush vegetation and beauty. Even those that climbed the Soufriere volcano in clouds and heavy rain were wet but extremely positive when they got back."

The fourth edition of the Viking Explorers Canary-St. Vincent & the Grenadines rally starts January 6, 2021 and is already fully signed up. Several boats have also registered their interest for the 2020 event, though sign-up won't start until February 2021.

"There is currently a cap on about 20-25 boats to be accommodated in the small Blue Lagoon marina, but we are looking into solutions such as a second rally to French Guiana under the name 'Viking Explorers Devil's Island', says Westin. <https://8islas.wixsite.com/vikingexplorers>

to find long-term solutions for social challenges faced by those on this island. It has been warming to see the support of the community, the maritime community, coming together to bring this very special flagship to life," says Thirumur.

The goal of the Spirit of St. Maarten's social enterprise business model is sustainability by enabling nonprofits to support themselves financially in innovative ways instead of relying solely on grants and donations. This flagship will be employing youth in maritime, as well as in hospitality, thus creating a holistic approach to support vulnerable youth through several aspects.

Partners who made this project possible include Electec, FKG, Lagoon Marina, Lagoones, Intermar, Budget Marine, Island Water World, Yanmar, Dave Dowling and Mark,



Nexus, Bobby's Marina, Carnival, Emilio and Erin Johnson, PDG, Grant Thornton, Marine Couture, and many others. www.k1britanniafoundation.org

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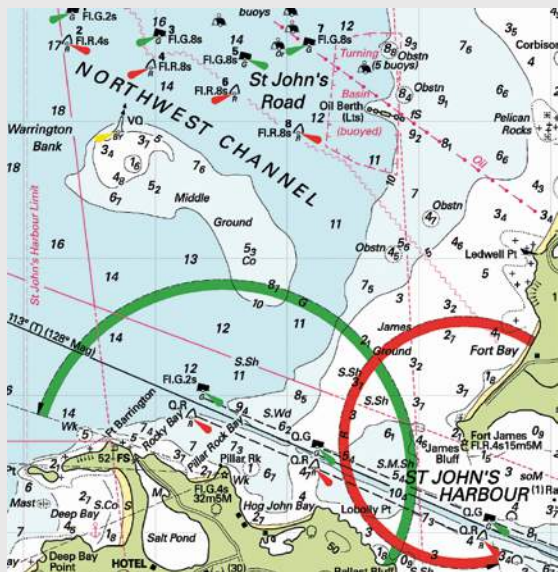
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STENTEC OFFERS LATEST VERSION OF ITS EASTERN CARIBBEAN DIGITAL CHARTS

Cruising to the Caribbean this summer or fall? Be sure you have the latest DKW Imray chart, the DWK ID100, for the Eastern Caribbean. This digital chart can be used in the navigation program WinGPS. Since 2009, the Netherlands-headquartered Stentec Software has published the well-known Imray charts in digital format.

Specifically, "the charts A24, A271, A28, B, B1 and B32 are updated," says Marianne Baričević-Kuik, Stentec's sales and marketing manager. "They cover the areas of Anguilla, St Martin, St. Barthelemy, North Coast of Antigua, Guadeloupe, St. Lucia, Carriacou to Grenada and the passage chart of Martinique to Trinidad. The colors on these charts are brighter and the lights are clearer and now mostly shown in the real color, instead of the Imray colors (purple, green and beige). Also, the known changes in the buoyage, depths and harbors are implemented in the charts. Altogether, these updates will give you a safer chart which is easier to use because of the updated chart view."

This digital chart costs US\$ 140.90, can be purchased online and included in the price are the rights to all updates in 2020. www.stentec.com



Helena Schneider



SAILOR PROMOTES FREEDOM FROM POLLUTING THE SEAS, COURSE TAKES HER THROUGH THE CARIBBEAN

When 23-year-old Helena Schneider travels from the UK's Southampton University to continue her studies at the USA's Landing School of Boat Building and Design in Maine, she will be taking her home with her. Home for Schneider is her Hallberg Rassy 31, Freedom. Along the way, and to further her aim of promoting sustainable change in the sailing and cruising community, Schneider has fitted her vessel with Wavestream and Flostream filters, by UK-based marine environmental and technical filtration products manufacturer, Wave International.

"Wave filter products are useful for anyone cruising or living aboard, not only keeping the sea clean but also to keep yourself healthy," says Paul Gullett, Wave International's managing director. "The Wavestream bilge filter makes sure that any water pumped overboard is totally oil and plastic free. The Flostream filter enables boat owners to ensure their drinking water is pure, safe and tasty. It avoids the need to use plastic bottled water and gives you confidence that no matter where your water is sourced, it is free of any impurities."

Schneider's route takes her via the Bay of Biscay to the Canary Islands, across the Atlantic to the Caribbean before heading north to Maine. Her short stop in the Caribbean will likely be in Antigua and anyone who would like to meet up can both contact her and follow her progress on Facebook @ Freedom2be_.

Wave International filter products and replacement filter cartridges are available throughout the Caribbean at Budget Marine stores. www.wavestream.co.uk



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APRIL 2020 EVENTS

BY CAROL M. BAREUTHER



Boats Heading out of
Marina Casa de Campo

APRIL 1 – 5: Casa De Campo International Blue Marlin Classic.

Fifteen to 20 boats, including last year's Top Boat, the Jarrett Bay-built Builder's Choice from North Carolina, and Top Angler, Harris Huddle aboard Builder's Choice, are expected to compete for cash, prizes and charity. The tournament benefits the Hogar del Niño children's center in La Romana. New this year is a Top Youth Angler prize, the Alex Alvarez Memorial Trophy, in tribute to tournament director, Rick Alvarez's late son. "What makes our tournament so competitive is that (we) have a mix of highly skilled anglers and crews from a variety of places in the U.S. and Caribbean. Winners are determined by skill, not by luck, due to the abundance of blue marlin in the waters off Marina Casa de Campo," says Alvarez. www.facebook.com/intlbillfish.tournaments

APRIL 1 – 7: Antigua Classic Yacht Regatta.

This year's date change to the first week of the month is working out nicely in terms of quality and quantity of registrants. Case in point, the entry list includes the 137' Herreshoff gaff schooner Elena of London; the 120' schooner Goleto Gringo, built in 1886 and lovingly renovated in Argentina by its current owner; and the gaff cutter Lady Free, a replica of a 1905 Colin Archer design, built in 1983, and from Norway. Regular competitors such as Columbia, Rhea, Chronos, Mary Rose, The Blue Peter, Eros, Petrana and Seefalke are back. "Starts will be



PHOTO CREDIT TOBIAS STOERKLE

off Rendezvous Bay to the north-west of Falmouth Harbour," says Ginny Field, press officer. "Spectators can watch the racing from Shirley Heights and Forts Charlotte and Berkley. Day trips on the water can be arranged. antiguaclassics.com

APRIL 8 – 13: Bequia Easter Regatta.

There are several firsts for this 39th annual event, hosted by the non-profit, volunteer-organized Bequia Sailing Club. First, there will be 6 classes for the yacht division, comprising Racing, J24, Surprise, Cruising 1 and Cruising II. There's also a Heritage (double-enders) division. Secondly, there's a new Windward Is-

EVENT CALENDAR

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

BOAT SHOW:

ANNAPOLIS, MD

APRIL 24 – 26

Annapolis Spring Boat Show
www.annapolisboatshows.com
410-268-8828

CHARLESTON, SC

APRIL 17 – 19

Charleston In-Water Boat Show
www.CharlestonInWater.com
864-250-9713

FISHING TOURNAMENT:

ABACO, BAHAMAS

APRIL 15 – 18

Abaco Diamond Series - White Marlin Roundup
www.skipstournaments.com
skip@skipstournaments.com
(954) 531-7985

APRIL 29 – MAY 2

Abaco Diamond Series - The Shootout P vs C
www.skipstournaments.com
skip@skipstournaments.com
(954) 531-7985

BARBADOS

APRIL 1 – 5

Barbados Game Fishing International Tournament
barbadosgamefishing.com

DOMINICAN REPUBLIC

APRIL 1 – 5

International Casa de Campo Blue Marlin Classic Tournament
www.marinacasadecampo.com.do
809-523-2111

ISLAMORADA, FL

APRIL 24 – 26

Redbone Sunrise/Sunset Celebrity Tarpon Tourney
www.redbone.org/tourn_sched.html
susan@redbone.org
305-664-2002

KEY WEST, FL

APRIL 1 – 4

The Final Sail
www.bluewatermovements.com/final_sail/

MARATHON, FL

APRIL 30 – MAY 3

Marathon Offshore Bull and Cow Dolphin Tournament

marathonoffshore
tournament.com
bigtimetackle@comcast.net
305-481-0495

MIAMI, FL

APRIL 1 – 4

Final Sail
https://www.bluewatermovements.com/final_sail/
info@bluewatermovements.com

POMPANO BEACH, FL

APRIL 18

Naked Warrior Project Fishing Tournament
nakedwarriorproject.org/events/naked-warrior-project-fishing-tournament/
info@nakedwarriorproject.org
949-244-4613

SAILING REGATTA:

ANTIGUA

APRIL 1 – 7

Antigua Classic Yacht Regatta
www.antiguaclassics.com
info@antiguaclassics.com
268-460-1799

APRIL 25 – MAY 1

Antigua Sailing Week
www.sailingweek.com
info@sailingweek.com
268-462-8872

APRIL 25

Round Antigua Race
www.sailingweek.com

BEQUIA

APRIL 8 – 13

Bequia Easter Regatta
www.bequiaregatta.com
bequiasailingclub@gmail.com

CHARLESTON, SC

APRIL 23 – 26

Charleston Race Week
www.CharlestonRaceWeek.com
843-259-2672

ST. BARTHELEMY (ST. BARTH)

APRIL 11 – 18

Les Voiles de Saint-Barth
www.lesvoilesdesaintbarth.com
ftolede@gmail.com
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APRIL 24 – 26

West Indies Regatta
www.westindiesregatta.com
images@alexisandrews.com
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land Sloop class. Third, racing will now be on Friday, Saturday and Sunday, with the final prize-giving party on Easter Monday. Fourth is the first-ever welcome party featuring local DJs and drink specials after the Skippers Briefing on April 9. "If you are in Bequia on a yacht but not racing, it's amazing to see the starts and finishes of the races from the deck of your boat. If you are on land, you can drive around and view the races from the numerous high points," says Tom Donoghue, chairman. www.bequiaregatta.com

APRIL 11 – 18: Les Voiles de St Barth Richard Mille.

Some 60 yachts – including the largest class of Maxis in the Caribbean, with more than 1,000 sailors representing 20 different nationalities will make this 11th annual event one not to miss. In the Maxi class, the Swan 80, Umiko, which finished third in the Maxi 2 class in 2019, and Prospector, the Mills 68 that finished second to Proteus in 2017, will both return. Five days of challenging coastal course racing, a central race village, signature layday party at famous Nikki Beach, and a classic French vibe, is what has grown Les Voiles into a major Caribbean regatta in little over a decade. lesvoilesdestbarthrichardmille.com



APRIL 25 – MAY 1: Antigua Sailing Week.

There's something for everyone at this 'granddaddy' of Caribbean Regattas. Over 80 entries are expected in classes that include mono and multihulls, racing and cruising, private and chartered yachts and double- and multi-handed sailing. "We are making a big push to bring back the cruisers, who use to be the core constituents of Caribbean regattas in years past, by trying to recreate the fun ambiance of the past via the Club Class," says Jaime Torres, race manager. This class features a simple measurement process, easy courses, a low-cost entry fee and simplified scoring. "Overall, adds Torres, "we are laser-like focused on polishing the racing experience for all our participants. The RM team is pulling all stops to tailor the regatta to the specific need of each class. Every class gets just what they need for the ultimate racing week." www.sailingweek.com



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PIRATICAL IRONY

SAILING HUMOR BY CAP'N FATTY GOODLANDER



Part of the craziness of my cruising life is that my two favorite cruising destinations in the world—the Caribbean and Southeast Asia—completely misunderstand each other. Even stranger, they misunderstand each other on the same weird, sensational subject: piracy. Each thinks the other is riddled with bloodthirsty pirates. Nothing could be further from the truth.

Let's take a look at the Malacca Straits. To a sailor knocking back a shot of rum on St. Thomas, St. Barts, Antigua, or Grenada, the Straits might seem like a desolate, lawless place teeming with Islamic desperados. It is not. It is one of the heaviest-transited marine corridors in the world, with more modern, cyber-wired ships per square mile, at sea and at anchor, than almost anywhere else. What little crime there is, is a result of its amazing density of traffic, not its isolation nor lawlessness.

In one way, it is like the Bermuda Triangle. Landlubbers see an astounding number of perplexing mysteries. While intelligent, observant sailors see a densely packed area of international





shipping that is heavily traveled by a wide variety of commercial craft—most of which have relatively few problems.

Perhaps we should begin by defining piracy. One definition is the Johnny Depp one. We're all familiar with that pegleg, parrot-on-shoulder, deadmen-tell-no-tales version.

Definition #2 is crime aboard.

Let's say a kid in Sint Maarten is walking down a dock with his boombox blaring reggae. He sees a school chum who is listening to rap music while sanding a mahogany railcap—and stops to chat. Naturally, it is time for a break. Herbal medications are discussed. They both go belowdecks to self-medicate. While they're attending Ganja University, some light-fingered Euro yachtie strolls by and steals both the boombox off the dock and the boombox off the deck.

One is a petty crime of little note outside Simpson Bay, the other would statistically live for a hundred years as an act of piracy if committed in the Malacca Straits.

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Huh?

Because of the existence of the International Chamber of Commerce's *Maritime Piracy Reporting Center* in Malaysia, every slight crime regarding commercial ships is carefully noted, categorized, parsed, compared, and forever rebroadcast.

All of which is fine. Data is good. Truth matters. But we must bear in mind that a dearth of crime reporting and a surplus of it can be the same thing—if it is the same data being parsed.

Let's look at two individual islands. Dominica is almost exactly the same size as Singapore—but its shipping industry is... well, modest. Singapore, however, has over 100,000 ships pass through its waters annually and a new ship enters Singapore every two to three minutes 24/7—with over 1,000 ships at anchor at any given moment. Each of these anchored ships require a plethora of support craft and a ma-

jor law enforcement presence to service their varied industrial and human needs.

Thus, the shipping industry of Singapore generates billions of dollars in revenue each year.

Singapore is relatively low in crime. Dominica is...not. Nor is Dominica famous for its recordkeeping and international statistics dispersal. However, Singapore has 100 times the population of Dominica, thousands of times more ships, and billions of dollars more money floating around.

Which do you think reports more pilferage from its ports?

You guessed it—Singapore!

Is there crime in Dominica? Yes! Is there crime in Singapore? Yes! Is either destination crawling with pirates?



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No.

And when you're dealing with apples and oranges, it is easy to get confused. It is also easy to massage such data to get the result you want—regardless of what that result might be. And it is always more comforting to view the other guy (other color, other culture, other religion) as lawless and evil rather than to take a good hard look at one's self.

Let's focus on Malaysia for a moment.

Malaysia is a relatively poor country that benefits from a huge spillover of shipping wealth from the economic miracle that is Singapore. But Malaysia doesn't have the ports, police, nor the infrastructure that Singapore does. Thus, nearly all commercial traffic in Malaysia is anchored out and unguarded.

Now, the whole purpose of shipping is to get cargo to its destination. So shipping companies have a tendency to either lock up their cargo or go out of business.

However, most Third World vessels have their crew quarters forward—along with the galley, pantry, and ship's stores area. These areas are used constantly during the day and usually unlocked. And people get lax. Teefs know this. Especially hungry teefs—the most motivated teefs of all.

Thus, at night, open vessels with dozens of teenage swimmers drift through the anchorage. One or two kids slip into the water before each massive freighter on moonless nights. They easily trot up the anchor chain and grab what they can. If there's a lot of stuff that floats laying around, they either toss or lower it into

the water. If an alarm is raised, they simply dive over the side and are picked up by their speedboat. Yes, most of the stolen stuff tossed into the water randomly is lost—but who cares? Some of it is recovered by the teefs and that's all that matters.

Is this piracy? Yes, it certainly is. Criminals have boarded a ship and made off with its valuables.

But it's more 'petty piracy,' correct? Yes, and some crime models and insurance statistics account for this significant fact and some don't. And organizations like the Piracy Reporting Bureau in Malaysia might not be as transparent as one might think. They have pretty nice offices. Pretty nice cars. Pretty nice phones. Who finances them? Why?

Obviously, dishonest people in the shipping industry, insurance industry, and tourism industry might skew nebulous figures in slightly different directions for different reasons, right?

The marine media (that would be me and other literate reprobates who can't find shore jobs) often plays a role—and, occasionally, not a good one. Even journalists writing for freely-distributed fish-wrappers have to 'sell papers' on some level. Which am I more likely to focus on—ho-hum shoplifting at the marina's 7-Eleven convenience store or Piracy Upon the High Seas?

We all do this to some degree. Which is a Caribbean cruiser more likely to comment on to a pal—a ten day stretch of 'no crime' reported by the Safety and Security SSB net or the day a stolen dinghy in Trinidad is hot news in western Puerto Rico? And is there some kernel of truth to all these sensational matters? I mean, does the occasional charter yacht in the Carib-



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bean get boarded and its crew get sliced and diced red with machetes? Yes, occasionally.


Is that horrible? Yes, it certainly is. I do not intend to make light of it. But the question isn't whether it happens but rather how *often* and how likely it is to happen to *us*?

And should we realistically fear it?

Part of the reason that I've had such a wonderful 68-year-long cruising life is because I try to keep my hopes more buoyant and empowering than my fears.

Do small mobile 'fuel barges' in the Malacca Straits occasionally get boarded and forced to raft alongside nameless rusty tankers to offload its fuel at gunpoint? Yeah, sometimes. And this isn't good.

But the bottom line is this: most charterers and world cruisers are relatively safe aboard their vessels in the Caribbean and the Malacca Straits. I've cruised up and down the Lesser Antilles and the Malacca dozens of times over four wonderful decades with my wife and child (and now grandkids) without a problem.

We have to keep things in perspective: I was born on Englewood Avenue on the southside of Chicago while surrounded by heavily-armed police officers—now *there's* a dangerous place! (end). 

Currently Fatty and Carolyn divide their time undersail between here and there—and everywhere else damp in between.

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SAILING WITH CHARLIE: SURPRISES

SAILING HUMOR BY JULIAN PUTLEY

GRAPHICS BY ANOUK SYLVESTRE



Over the years Charlie has had many types of guests on board his various charters. There have been all sexual orientations, alcoholics, perverts, pirates, party animals, naturalists, historians, marine scientists, divers, watersports lovers and wannabe adventurers... to name just a few. A few weeks ago Charlie had a different category.

There was a mum and a dad, three sons, a male friend and female relative. Not an unusual mix really, but the boys, in their 20s, were decorated with tattoos, in one case from head to toe. Hair styles were in various shades of blonde, pink, blue


and brown with partings in odd places. The family was from the midwest and had not a clue on provisioning. They had brought a couple of boxes of steaks, being from beef country – but that was about it. They stocked up on hot dogs, white sliced bread, oodles of snacks, coffee, fizzy drinks and peanut butter. Not a fruit or vegetable in sight. They were a scurvy bunch all right; and from their dietary choices, scurvy would be ready to break out by the end of the week.

By the second day the BVI's Baths was on the itinerary and Charlie gave the leader of the assorted bunch detailed instructions on how to run the dinghy so they could tie it up

properly to the mooring line, swim ashore and enjoy one of the Caribbean's premier attractions. Reluctantly the youths managed to pull their noses out of their cell phones for the first time. As they headed to their destination the mum called out to Charlie, 'Help yourself from the fridge if you're hungry.' Charlie waved back – and yes, he was hungry – a hot dog on a piece of white bread was the sum total of the day's intake of victuals. Charlie opened the fridge and to his dismay it was almost empty. But in the back was a large bag of trail mix – an assortment of peanuts, raisins, dried cranberries and bits of chocolate. Charlie dived in and after devouring about three handfuls he noticed some small pieces of white chocolate – his favorite. He picked out several chunks and as his appetite diminished a dizzy feeling developed. 'Oh no,' thought Charlie, 'I hope I'm not becoming allergic to peanuts.' As time went by the dizziness got worse and hallucinations developed – sheets and halyards turned into snakes writhing in the wind. The sparkling sea became frightening flashes and the gently rocking boat took on an ominous foreboding of a sinking vessel.

They stocked up on hot dogs, white sliced bread, oodles of snacks, coffee, fizzy drinks and peanut butter. Not a fruit or vegetable in sight. They were a scurvy bunch all right; and from their dietary choices, scurvy would be ready to break out by the end of the week.

Eventually the happy guests came back and Charlie tried to act as normal as possible. After mentioning his predicament and how a sudden allergy had overtaken him, Tattoo One quietly admitted that the trail mix had been laced with LSD 'and whatever you do, don't eat more than a couple of spoon-fuls, especially the white chocolate.'

It took all of Charlie's concentration to sail to a safe anchorage (downwind under genoa alone) and to anchor with double the required rode. He immediately retired to his cabin and did not emerge for the next 30 hours. 

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

JOLLY HARBOUR ANTIGUA

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8 CARIBBEAN PIRATE HAUNTS YOU CAN VISIT TODAY

BY CAROL M. BAREUTHER



Yo ho ho and Shiver me timbers. It's easy to talk the talk of a pirate. But if you want to walk the walk, or more aptly stroll or sail where these buccaneers once did the same, there's no better place than the Caribbean. From the late 1500s to the early 1800s, as several European countries jostled for strategic ownership of these 700-plus islands, piracy flourished as booty-laden ships arrived from the Old World and the New World lacked law and order. Today, the image of pirates in the Caribbean has taken on a romanticized view that many like to tap into on a visit. Here's how:

1. Nassau, Bahamas.

It's the largest city in the Bahamas. Yet, from 1703 to 1718, Nassau served as capital of the 'Republic of Pirates', a very loosely organized group of plunderers headed up by Benjamin Hornigold and Henry Jennings. While these names might not sound familiar, these two mentored the likes Edward Teach or Blackbeard, and 'Calico' Jack Rackham, respectively. During its 18th century heyday, Nassau was home to over a thousand pirates. Today, you can travel three miles from downtown Nassau to Blackbeard's Tower. Local lore says Blackbeard himself climbed the steps of this now-ruin to look out for approaching ships. www.bahamas.com/islands/nassau-paradise-island

2. Havana, Cuba.

Like bees to honey, pirates swarmed the streets, shops and saloons of this 1514-founded city for news of when the Spanish silver fleet would pass through en route to the mother country with loads of precious cargo collected from the coasts of south and central America and Mexico. French pirate, Jacques de Sores, famously burnt down the city in the mid-1500's, thus leading to the building of fortifications. Today, it's still possible to walk the streets and waterfront or El Malecon of Havana as well as tour the city's 16th century-built fortress, the Castillo de la Real Fuerza, a UNESCO World Heritage Site. www.cubatravel.cu/en/destinations/havana-cuba



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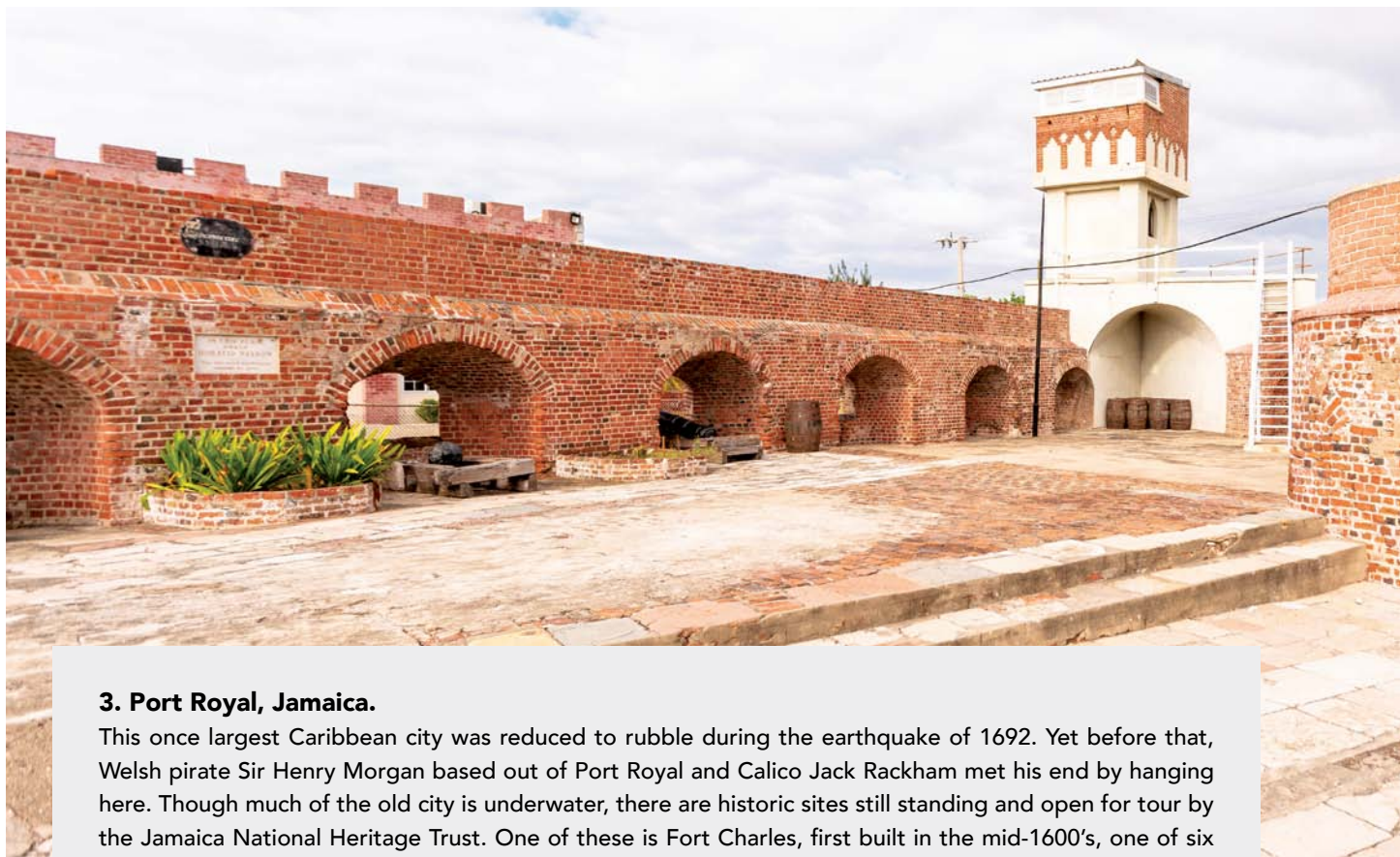
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3. Port Royal, Jamaica.

This once largest Caribbean city was reduced to rubble during the earthquake of 1692. Yet before that, Welsh pirate Sir Henry Morgan based out of Port Royal and Calico Jack Rackham met his end by hanging here. Though much of the old city is underwater, there are historic sites still standing and open for tour by the Jamaica National Heritage Trust. One of these is Fort Charles, first built in the mid-1600's, one of six total and the only one to survive the earthquake. It was rebuilt and a century later it held over 100 guns with a garrison of 500 men. The fort is open 9 am-5 pm daily. www.jnht.com



4. Sir Francis Drake Channel, British Virgin Islands.

This British sea captain turned pirate, termed privateer since he was sanctioned by the Royal Navy, Sir Francis Drake is known for his round-the-world voyage and battles against the Spanish. One of the later proved an unsuccessful attempt to take over San Juan, Puerto Rico. Drake cast off with a small flotilla of frigates from Virgin Gorda and sailed west to Puerto Rico through a sheltered yet little navigated strait. Today, the Sir Francis Drake Channel and its protected by Tortola to the north and smaller islands like Cooper, Peter and Norman to the south. It's one of the best places to sail in the world. www.bvitourism.com



5. Marie Galante.

Grand-Bourg is the largest town today on this French Caribbean island, which is part of Guadeloupe. It's incredibly picturesque with a fort, 19th century church, museum and several restaurants and cafes. This wasn't the case in 1689, when after helping to defend the British-settled island of Nevis from French pirates, Captain William Kidd was told by the governor to exact his reward by attacking French-owned Marie-Galante. He did, burned the town to the ground, and sailed off with 2,000 pounds of silver. www.guadeloupe-islands.com



6. Martinique.

This French Caribbean island was a haven for its pirate nationals during the late 1600's and early 1700's. Captain Crapeau, Mathurin Desmarsetz and Etienne de Montauban all spent time here. Yet the most famous pirate story is that of the dread pirate Bartholomew 'Black Bart' Roberts who after sailing in on his pirated ship, the Queen Anne's Revenge, captured and hung Martinique's French Governor in 1721. The harbor in Fort de France as well as Fort Saint-Louis are wonderful spots to sit or stroll, gaze across the harbor and picture pirate ships sailing to shore. us.martinique.org



7. Pigeon Island, St. Lucia.

This 44-acre island, joined to the mainland since the early 1970s by a causeway constructed from dirt excavated when IGY's Rodney Bay Marina was built, is a national park. It's hike-friendly peaks and lush greenery make it the perfect venue for the annual St. Lucia Jazz Festival. However, flash back four hundred years and it was French pirate Francois le Clerc (better known as 'Jambe de Bois' or Peg Leg), and his 300-plus contingent of men, who based here on the look-out for treasure laden Spanish galleons. Today, there's a café on Pigeon Island named Jambe de Bois. www.stlucia.org



8. Barbados.

Planter turned pirate and Bridgetown-born Stede Bonnet knew more about sugar than sailing. Historians say his lifestyle change from wealthy planter to wannabe pirate was fueled by a desire to escape his wife. Bonnet sailed out of Carlisle Bay one night and headed north to Nassau where his inexperience and restless crew led him to cede command to Blackbeard and thus become one of the famed pirates crew. Today, it's possible to sail out of Carlisle Bay on the pirate-themed Jolly Roger I for a day sail and snorkel trip. www.visitbarbados.org



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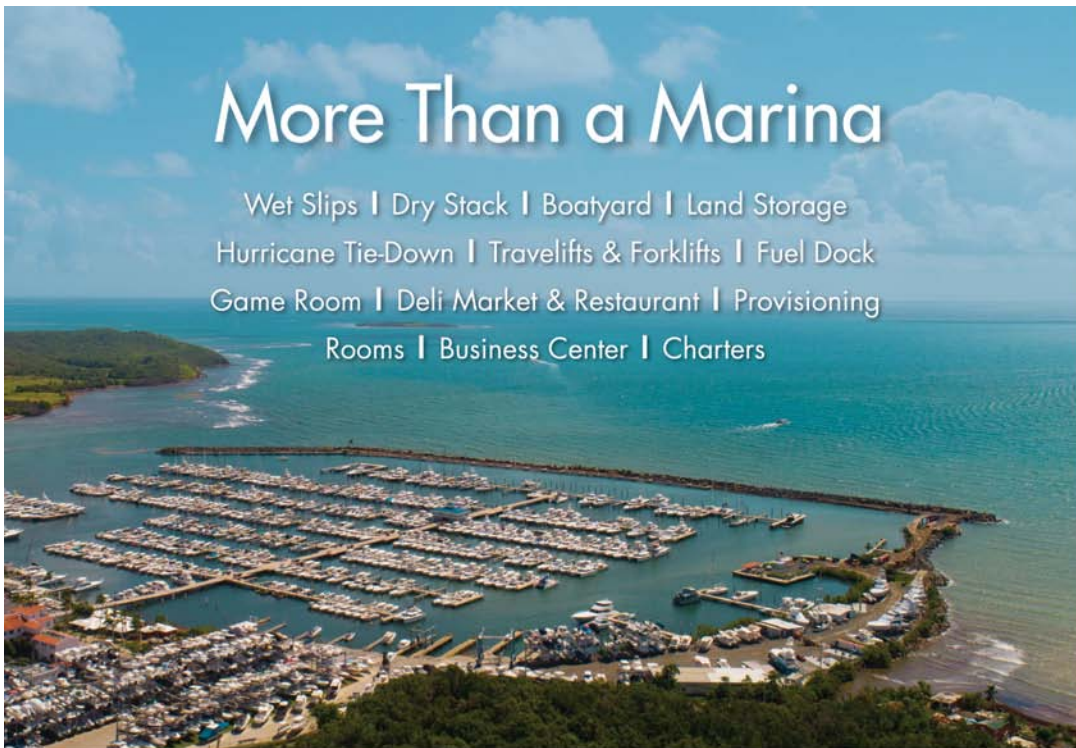
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Catch The Cat is a 41ft 2010 Fountaine Pajot Lipari consisting of Captain Lushi, Hostess Margot, Amy (Margot's Daughter) in reservations and Granddaughter Amara who helps out in the school holidays.

Catch The Cat was a business we had dreamed of for a long time, and she started her journey in October 2015 running day charters on this beautiful island.

We thank all our guests that sail with us, who come from all over the world, without them we wouldn't have such a fun packed amazingly beautiful day.

You can find us on: www.catchthecatantigua.com

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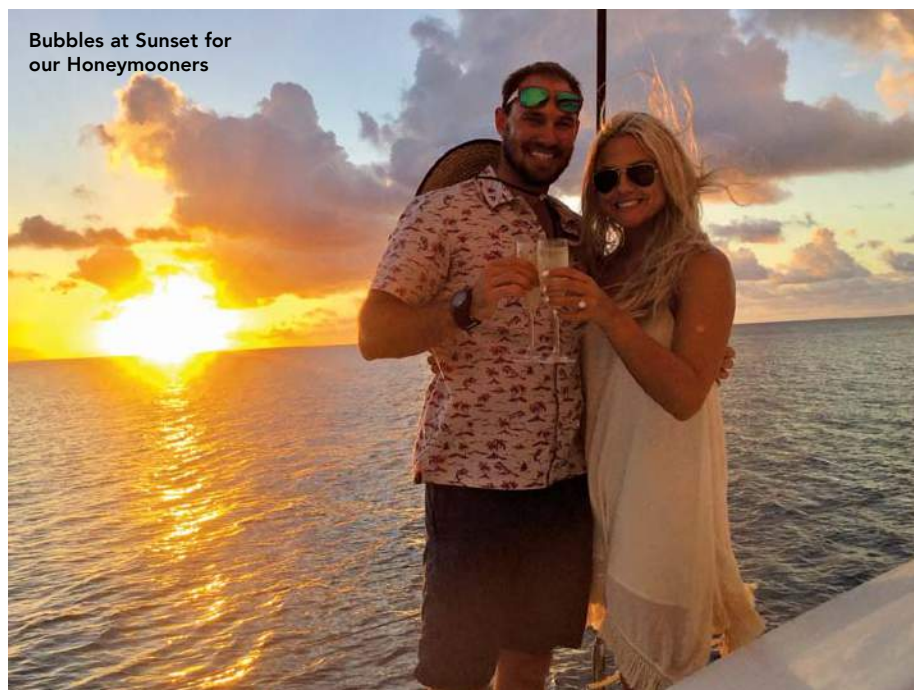
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NO BOAT, NO WORRIES! TRAVEL THE CARIBBEAN BY FERRY

BY CAROL M. BAREUTHER



Grenada Ferry, *The Osprey*

Boat is the best mode of transportation to explore the Caribbean islands. No bridges connect this 2000-plus mile stretch. Plus, destinations like the U.S. Virgin Island of St. John, British Virgin Island of Jost Van Dyke and St. Vincent and the Grenadines island of Mayreau, have no airports. Yet, many islands, including the three just mentioned, are reachable by ferry. Local ferry operators on several islands offer very affordable service to a cluster of surrounding islands and are the next best bet for island-hopping for those who don't have a boat. If you go this route, don't expect QE2 luxury. These ferries are workhorses. Don't be surprised if your luggage sits next to a new refrigerator or new car tires or boxes of groceries. While ferries are a prime passenger transport, they are also a lifeblood for transporting items of everyday life for those who live on some of the more remote islands. Here's a sampling of how to see the Caribbean by ferry:

Puerto Rico. Visit the offshore islands of Vieques and Culebra by hopping on a ferry at Roosevelt Roads in the town of Ceiba, five miles south of Fajardo on the eastern mainland of Puerto Rico. One-way ticket prices range from Free to \$2.25, depending on age. It's a 30-minute ride to Vieques and 45-minute ride to Culebra. Vieques is known for its bioluminescent bay and Culebra it's Flamenco Beach. Both boast quaint towns with shops, bars and restaurants.

U.S. & British Virgin Islands. Ferry up to 60 miles, from the USVI's Charlotte Amalie Harbor on St. Thomas east to the concrete ferry dock at Setting Point on the BVI of Anegada to the east. From Charlotte Amalie, there is service to St. Croix and St. John, as well as the BVI's of Tortola and Virgin Gorda. Several daily round trips take place from Red Hook, St. Thomas to Cruz Bay, St. John. Red Hook and Cruz Bay ferries also travel to the BVI's West End Tortola and Jost Van Dyke.



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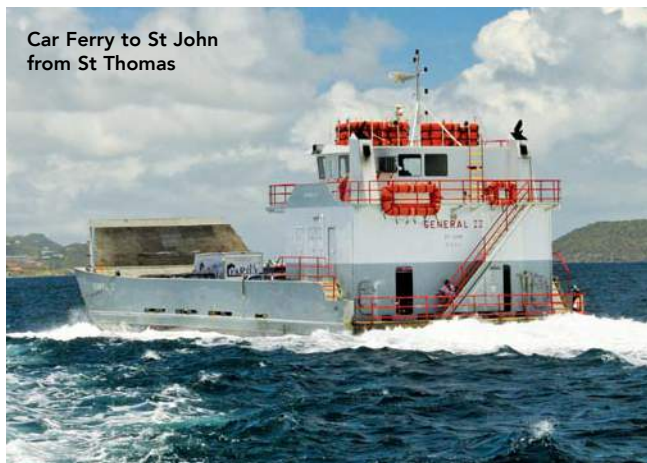
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St Croix St Thomas Ferry on
Charlotte Amalie Waterfront

Within the BVI, it's possible to reach several islands including Anegada and smaller islands of Scrub and Norman from Tortola. In the coming weeks, Anegada Express will launch its new boat that can carry about 90 passengers or three times more than the current ferry. A passport is required for travel between the U.S. and BVI. Prices range from \$6 one-way between Red Hook and Cruz Bay, to a once-monthly round-trip from Charlotte Amalie to Anegada with Interisland Boat Services for \$175 pp, all taxes included.

"The Peter Island, Saba Rock and Bitter End properties are expected to have ferry service when they re-open," says Keith Dawson, public relations manager for the BVI Tourist Board & Film Commission. "Cooper Island does not have a scheduled ferry service but those who want to visit can contact the Cooper Island Beach Club for information. Sometimes they transport passengers on their supply boat."

St. Maarten - St. Martin & Surrounding Islands. It's double the fun when ferrying from this dual nation island. From St. Maarten, specifically Philipsburg, the Great Bay Express offers high speed ferry service between the islands of St. Barths, Saba and St Eustatius. One-way between St. Maarten and St. Barths costs \$65-\$70 and the trip lasts 40 minutes. From St. Martin, the Voyager I operates daily. It's a 30-minute

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St Vincent Ferries view of
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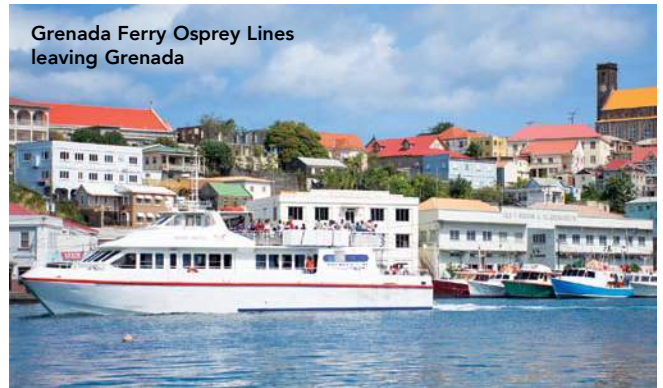
ride from Oyster Pond and a 1-hour cruise from Marigot to St. Barths, where the latter averages \$60 one-way. From Marigot, you can also take the 45-minute ferry trip to Blowing Point in Anguilla for US \$20 one-way.

Guadeloupe. Visit the offshore islands of Les Saints and Marie-Galante by ferry. Ferries from Guadeloupe run daily to Les Saints for US \$20 round-trip and a 15-minute ride and to Marie-Galant for US \$40 round-trip and an hour's trip. It's possible to purchase a pass for round-trip voyages to either island for US \$57, that is good for a year. Les Saints is known for its bistros and beautiful beaches, while cafes, museums and historic forts are sights on Marie-Galante. It's also possible

St. Vincent & the Grenadines. There are 32 islands and cays, 9 of which are inhabited, in this Windward island's territory. The most serviced ferry route is between St. Vincent and Bequia. Two ferry companies, MV admiral and MV Bequia Express, operate this route with a combined average of 7 trips daily on weekdays. On weekends and public holidays, each company offers morning and afternoon trips. A one-way ticket is about US \$10 and the trip is 45-minutes.

"Island hopping among the other inhabited islands require

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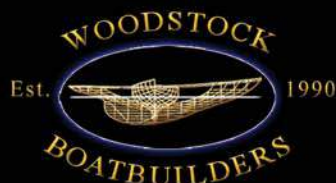
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DEAN BARNES

thoughtful planning since only two ferry companies operate these routes and only on specific days," says Natasha Anderson, marketing officer for the St. Vincent and The Grenadines Tourism Authority. "For example, on Tuesdays and Fridays MV Gemstar and on Mondays and Thursdays MV Barracuda go from St. Vincent to Canouan, Mayreau and Union Island. MV Gemstar on Wednesdays and Saturdays and MV Barracuda on Tuesdays and Fridays transfer from Union Island to Mayreau, Canouan and St. Vincent."

Grenada. The Osprey fast-ferry service, complete with air-conditioned cabins and sun decks, operates between Grenada and its offshore islands to the north. Take the 9 a.m. and arrive to Carriacou by 11 a.m. for a day of exploration. Buy tickets in advance at the Osprey's office on the Carenage, St.

George's, Grenada. The trip takes 1.5-2 hours and costs \$60 round-trip. Two vessels travel between Carriacou and Petite Martinique, the MV Charmaine, which runs daily on weekdays only and the Magic-Osprey Tender, which travels weekdays and Saturdays. The trip is 30-minutes and under \$20 round-trip. Carriacou is famous for its shallow reefs perfect for snorkeling, while Petite Martinique exudes an off-the-beaten track Caribbean vibe.

It's also possible to travel between Union Island, in the Grenadine islands and Carriacou. "Two services depart from Union Island on Mondays and Thursdays, Lady JJ and No Pressure. These arrive to Carriacou around 10 a.m. and depart by 3 p.m.," says Ria Murray, communications officer with the Grenada Tourism Authority.

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LEARN TO DRIVE A POWERBOAT IN THE CARIBBEAN, BENEFITS ARE RECREATIONAL & PROFESSIONAL

BY CAROL M. BAREUTHER



Learn to sail programs are popular throughout the Caribbean. Learn to powerboat courses are fewer. However, they are available, either for those whose desire is recreational for chartering more confidently or helping their own vessel or for those whose aim is professional, like driving dive boats, go-fast day charter vessels or ferries or even start their climb up the ladder to the captain's chair on a superyacht. Either way, it's no secret the appeal of power is on the upswing.

RECREATIONAL INSTRUCTION

"Powerboating has increased year over year, and perhaps this can be attributed to a strong economy with more discretionary income, and the increase in boat membership clubs that offer reciprocal benefits from place to place," says Beth Oliver, director of marketing for Offshore Sailing School, Ltd, headquartered in Fort Myers, FL, with locations in the British Virgin Islands on Tortola and Scrub Island. "Plus, it's much



more likely that a sailor may move to a power catamaran, than a powerboater move to sailing."

The growing popularity of power catamarans over the past decade has especially driven interest in powerboating in the Caribbean.

"Sail still represents the vast majority of the charter industry,

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but power charters are the fastest-growing segment over the past few years and are gaining steam rapidly," says Ian Pederson, senior marketing manager for The Moorings and Sunsail, headquartered in Clearwater, FL, with power cats available in its Antigua, BVI, Grenada, Martinique, St. Lucia and St. Martin bases. The power cats are Robertson & Caine-built, 39- to 53-foot LOA, and 3- and 4-cabin in capacity.

To charter a large power catamaran, such as those in the Moorings fleet, guests must have experience operating a twin-screw vessel within 10' in length of the yacht they plan to charter, according to Pedersen. "We don't directly offer boating courses, but we have a close partnership with Offshore Sailing School, who have recently implemented a



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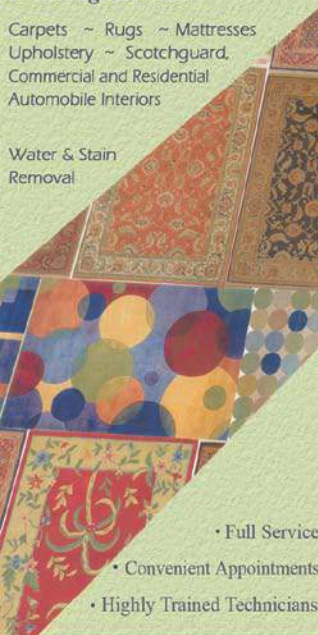
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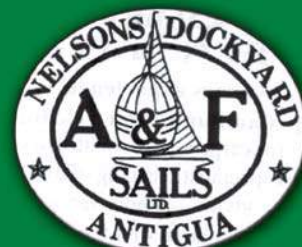
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power boating course in Cape Coral, Florida and Tortola, BVI, aboard power catamarans similar to those you would charter with us. Completing this course would provide guests with the proper experience to charter on their own."

Specifically, Offshore Sailing School's course is called: Fast Track® to Power Cruising.

"Students arrive Sunday night and stay on the power catamaran at the marina, and instruction runs from Monday to Friday. Up to 4 students live and learn aboard the boat with our instructor. On Friday, the students drop the instructor off at the base, and handle the power cat alone, returning Saturday morning. They earn US Powerboating and Coastal Powerboat Cruising certifications. We also offer Private Couple instruction or a 'Buy the Boat' option for a family of five together."

Cost-wise, Offshore's power catamaran course on Tortola starts at \$3,751 per person for 4 students together or \$6,230 for a private couple.



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which were developed for those in the Caribbean about 20 years ago," says Peter Anthony, director of Ondeck Sailing Ltd and Ondeck Ocean Racing LLC, in Antigua. "These courses are for anyone who wants to commercially operate a vessel under 80 feet, such as tourist vessels, sports fishers, motor cruisers, ferries and small cargo boats. There are three grades, with Boatmaster 1 being the highest and requiring more experience and courses but enabling those with this training to go further offshore."

Those who want to work internationally or on yachts up to around 200 gross tons can choose RYA (Royal Yachting Association) Yacht Master courses. A seven-day course includes a two-day exam at the end, combined with theoretical and practical training.

"The biggest demand we have is for the RYA Yacht Master level. This is from young professionals who have done their qualifications in Europe or the U.S., then worked as a deck hand on a yacht for a few years. At this stage, they have their miles and passages and are looking to learn more and move up."



The cost of Boatmaster's course runs from \$1000 to \$2500, while a RYA Yacht Master course starts at \$2500.

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FIVE BEACHES FOR PEOPLE WHO DON'T LIKE PEOPLE

BY MARK STEVENS

The minute I see Grenada's LaSagesse beach I fall in love. It's chief appeal? It's almost deserted.

I study cruise ship itineraries so as not to cross paths – a sort of tropical Ebenezer Scrooge. People skills are not my forte. That's why I really like these solo-friendly swathes of sand.

LASAGESSE, GRENADA

Make your way to the most southeasterly reaches of Grenada, past the cricket pitch, down a rudimentary road until you

come out to a gorgeous hardwood restaurant and a quirky pink structure, a former plantation great house.

This charming property owned by Mike Meranski played a key role in more modern Grenada history, but today the boutique hotel is as idyllic as it's isolated. And I'll never forget the fish filet sandwich they served beachside.

But it's all about the beach – one of my favorites. No accident the U.K.'s Telegraph newspaper rated it in the Caribbean's top ten.



Forested hills smile down on this amber sand fronting a cove guarded by towering headlands that make waters here almost invariably calm despite its windward location.

But you better hurry. They recently broke ground for a hundred-room Six Senses Resort.

Beach will still be gorgeous.

Even if you have to practice your people skills.

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MUDJIN HARBOUR, TURKS AND CAICOS

I'm dining on the deck of Mudjin Bar and Grill beneath a blue umbrella perched on a cliff two hundred feet above a perfect duet of beaches bordering a tiny isthmus leading to a limestone outcropping.

Now I come up with an overwhelming understatement.

"Nice view," I say to our waiter.

But don't take my word for it.

CNN Travel writer Marnie Hunter described this place as a "pinch-yourself scene."

The beach is so gorgeous it was backdrop for part of the 2016 Sports Illustrated Swimsuit edition.

After lunch my wife and I descend beachward, reclining in the shade at the mouth of a gargantuan cavern, watching the surf, frolicking in the waves on this section of a three-mile beach guarded by cliffs.

When it comes to beaches for people who don't like people, this one rules. It's located on Middle Caicos, population three hundred.

Think I'd like them all.

BARADEL ISLAND, TOBAGO CAYS, ST. VINCENT AND THE GRENADINES

If you like sea turtles, iguanas and the abundant life populating the surrounding reefs more than you like people, then Tobago Cays, snuggled down in a secluded corner of the Grenadines, were made for you.

My perfect beach is a tiny sand spit jutting out from Baradel, one of the quintet of islands comprising this archipelago.

The sand is blindingly white. Snorkel here and share the waters (over a sand bottom in a roughly twenty square mile lagoon) with a fleet of sea turtles.

Climb the little trail on Baradel and see forever – or just gaze out at Petit Tabac, outside the reef.



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Remember that scene from “Pirates of the Caribbean” where Depp and Knightley are marooned and get drunk together? That’s where they filmed it.

Maybe hit Petit Bateau for an equally gorgeous beach and a lunch of grilled lobster.

Just one caveat: might have to talk to tourists.

GREAT BIRD ISLAND, ANTIGUA

While excursion boats shuttling cruise passengers do sometimes invade Great Bird Island, on the eastern fringes of Antigua’s North Sound, they don’t stay long and then the island returns to a paradise for misanthropes like me.

Case in point: one time I chartered here and dedicated one night to Great Bird in my float plan. Place turned out so appealing we gave it two.

Two beaches here – stretch out on the one on the north and you see trees, ocean and sky. A nearby island punctuates the vista but there’s no sign of humanity on it. The other beach is guarded by a pleasant local woman who sells hot dogs, T-shirts and cold Wadadli beers and soft drinks from beneath a rudimentary shelter. After her husband comes out to pick her up in his fishing boat around four p.m. the island is yours.

Unless you want to bring a friend.

POZA LAS GOLONDRINAS, PUERTO RICO

During a morning drive to a surfers’ paradise called Jobos Beach in western Puerto Rico, my wife and I are gobsmacked by the views gliding past our car.

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For more information on Baradel and her siblings go to www.tobagocays.org

Want to stay over – or just do lunch at Mudjin? Check out www.dragoncayresort.com

Antigua boasts 364 other beaches than the one at Great Bird. For a complete guide log on to www.visitantiguabarbuda.com

For all things Puerto Rico go to www.discoverpuertorico.com

We immediately pull over and make our way to the beach itself.

We stroll its expanse, counting the number of people here: zero.

We see tracks in the sand and note, at the far end, a man jogging with three dogs.

Just inside this headland we find a protected shallow expanse of water, protected by a reef, that's easy as a Sunday morning despite the raging seas outside.

We cool off there until a lady walking her dog passes, greeting us.

"What's this beach called," I ask.

She tells me. "Gorgeous, isn't it."

"Certainly is." She pauses. "But don't tell anyone."



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SEA OF TROUBLE

BY ROBERT BERINGER



Ben, I want to say just one word to you, are you listening? Plastics.

– *The Graduate*

The actor who spoke that cryptic line from a 1967 movie was trying to convince a young man, played by Dustin Hoffman, to pursue a career in the plastic industry. Apparently many thousands of men and women took him up on his recommendation as the world is now drowning in plastic waste. And it's growing: The World Economic Forum has predicted that plastic production will double in the next twenty years.

Much of it, about 22,000 tons per day, escapes into the waters around coastal nations, catches a ride on ocean currents, and makes its way to the most remote spots on the planet. On its

way it breaks into progressively smaller pieces until it becomes micro plastics, which are ingested by many pelagic mammals, fish, and birds; the Pew Charitable Trust estimates that up to a million seabirds are killed each year by plastic waste. And unless something drastic is done soon the scourge of plastic waste will begin to affect human health as it works its way into our food and drinking water.

After WWII Americans, weary of the tedium of cleaning, adopted a lifestyle of throwaway living, fueled by cheap plastics made from cheap oil. Forty percent of all plastics made are single use, like bottles, cups, straws, plates, utensils and grocery bags, which Americans use at the staggering rate of 100 billion annually, for an average of twelve minutes each. According to National Geographic the average American throws away about 185 pounds of plastic per year.

And unlike organic or paper waste, discarded plastics are with us for a very long time; it's fair to say that all the plastic that has ever been manufactured—including fiberglass boats—are still somewhere on the planet. The U.S. recycles about 9% of plastic waste, and for years much of it was sent to China until they recently halted all shipments of scrap imports.

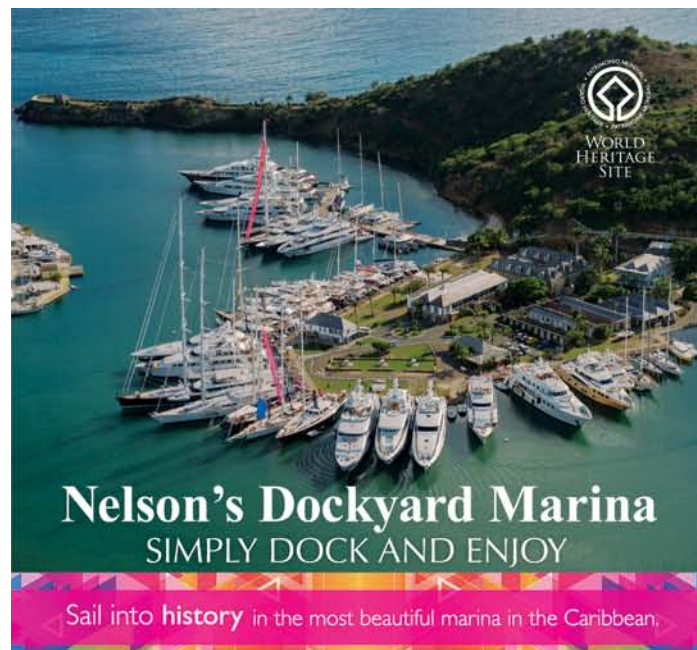
But even if we miraculously found a way to increase how much we recycle, we've already passed the tipping point and won't be able to recycle our way out of this problem. What's needed is a vision of a circular plastic economy where most consumer products are designed to be reused. "Plastics aren't the enemy here," states Plymouth University marine biologist Richard Thompson. "It's the single use items, and that's 40% of the production, things that are used and discarded within a year."

This is a Gordian knot of a problem, made even more frustrating when I think that the blame lies squarely on the guy in the mirror. Corporations only produce this junk because we expect food and beverages in ways we don't have to think about it. Well we better start thinking about it: If you're tired of seeing plastic waste on your beach then make changes in the way you buy and use things. A few suggestion from National Geographic Society include:

- 1. Purchase reusable water bottles and coffee mugs.** And buy in bulk wherever possible.
- 2. Seek out businesses that re-use their containers and cutlery, or refrain from wrapping food in plastic, and compliment them for doing so.** The smart ones will listen and continue the practice.
- 3. Bring cloth bags when you shop and support bans of plastic bags in your community.**
- 4. Spread the word with friends and family.** Ask for a commitment to reduce their use of single use plastics.

But in this crisis there is hope. Consumer products giants Unilever and Proctor & Gamble have teamed up with TerraCycle Loop to offer their household products online using the old "milkman model": Reusable glass and metal containers designed for a hundred use cycles are delivered (including ice cream!) to customers then collected when empty, cleaned, and returned the next day in a reusable tote.

"I've been doing this waste thing for sixteen years," said Terra Cycle founder Tom Szaky. "But, in the past twelve months the world has awoken in a very big way. People are looking for alternatives."



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ROBINSON INDUCTED INTO CHARTER YACHT BROKERS HALL OF FAME

BY CAROL M. BAREUTHER



The names of those inducted into the Charter Yacht Brokers Hall of Fame reads like a 'Who's Who' of iconic industry professionals. There's the Nicholson family, charter pioneers in Antigua; Charlie and Marti Peet of VI Water Safaris, which is today Regency Charter Services and Regency Yacht Vacations; and Ted Irwin, who designed and built the 65- and 68-foot 6- and 8-guest ketches that revolutionized charter yachting in the Caribbean. The 2019 selectee, announced at the Antigua Charter Yacht Meeting in December, boasts a four-decade career that spans from charter chef to cookbook author and culinary competitions coordinator. It's Captain Jan Robinson, of 'Ship to Shore' fame.

"The Charter Yacht Brokers Hall of Fame started in 2011 as one of those off-hand comments, followed closely by, "Ya know... That's not the dumbest idea in the world...", explains Dick Schoonover, manager of crewed yacht clearinghouse, CharterPort BVI, in Tortola, who heads up the annual award. "Shortly thereafter I wrote to the president of the Charter Yacht Brokers Association and said, "Our business is maturing. We have people about whom we speak in almost legendary terms. It's time we thought about doing something."

Robinson, a New Zealand native who divides her time between North Carolina and the U.S. Virgin of Water Island, cast off with her husband in 1979 to go cruising and subsequently they started chartering their 60-foot motorsailer, *Vanity*. Five years later, she published her first cookbook, *Ship to Shore I*, with over 600 charter-friendly recipes. Since then, she's written nearly a dozen cookbooks, obtained culinary certificates from Le Cordon Bleu and Ecole Ritz Escoffier cooking schools in Paris as well as the Culinary Institute of America in New York, and continues to be a force at major yacht shows in the Caribbean and Mediterranean.

On winning this award, *ALL AT SEA* asked Robinson these five questions:

ALL AT SEA: What are you most proud of in your charter yacht industry career?



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Robinson: Probably the chef competitions, which we started in 1979. The chefs on the charter yachts would take their favorite dish into Yacht Haven (St. Thomas) for a potluck/cocktail party. It was then that I started organizing the judging of each dish. The (Virgin Islands) Charter Yacht League became involved and it became a big event and I was able to secure

several very generous sponsors. The contests are a great way to keep a high standard in the galley and the chefs challenged.

ALL AT SEA: What has been the most challenging in your career?

Robinson: Collecting recipes from the charter yacht chefs,



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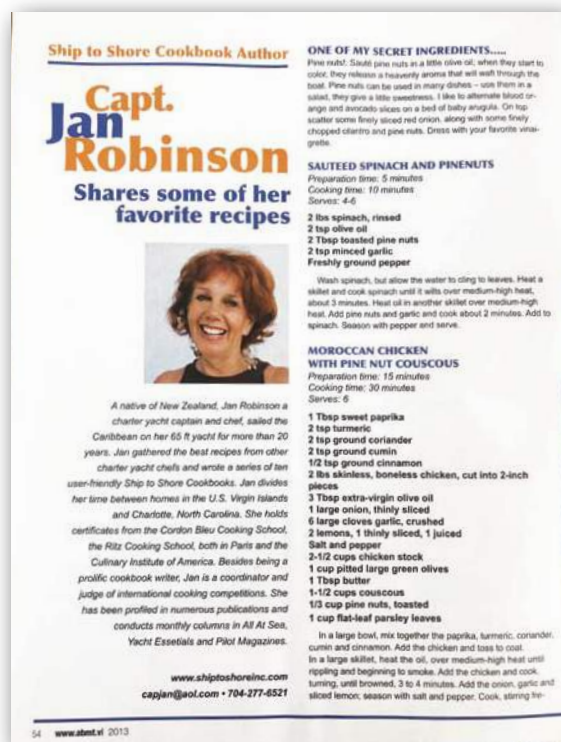
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Captain Jan Robinson in her St. Thomas Office.



and testing, creating, publishing, distributing and marketing the series of Ship to Shore cookbooks to promote chefs and the industry. Beyond that, I earned my first captain's license in 1981 and master's license in 1986. Back then it was very challenging being a 'girl'.

ALL AT SEA: Could you tell a fun story from your early days chartering?

Robinson: In the 1980's, it was very difficult to provision as often the island would be out of basics! Your menu was made up of what was available. Pueblo was known as 'The Store' and had electric cash registers. I can remember filling up at least three large carts with food and being ready to check out and the power would go out. So, there you stood, trying

to decide to put the frozen back or pray the electric would come back on soon.

ALL AT SEA: From your hindsight, what advice would you offer to crews, especially charter chefs, today?

Robinson: Be grateful for what you have now. There are so many food and beverage choices and so many places to provision.

ALL AT SEA: What's next for you?

Robinson: Playing more beach tennis, keeping fit and writing another cookbook – Ship Shape, 14 Days to More Energy and Vitality! Hopefully this will include recipes, healthy, easy to prepare recipes, from the charter yacht chefs.

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EL PASADOR DE ORO XO - GUATEMALA

RUM BY CLINT AND TERRY BORAM



The cream colored box with the simple scripted letters caught our eyes and left us wondering what elegant rum was awaiting us. The tear drop shaped, heavy glass bottle with the simple beige label allows the rich copper color to be the star. As we lifted the wood top cork stopper, El Pasador de Oro XO unleashed its subtle aromas inviting us to explore.

We know very little about the history of El Pasador de Oro XO. The rum is a blend of molasses based rums from different Guatemalan distilleries aged in oak barrels anywhere from

six to fifteen years. It is then exported to Les Bienheureux in Paris France where it matures in cognac barrels for around six months before being bottled.

Guatemala has thousands of acres of sugar cane along the coastal plains west and south of the volcanic mountain range connecting North and South America. In 2004, mills produced more than two million tons of sugar making sugar cane Guatemala's second largest agricultural crop.

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tilled from fermented virgin sugar cane honey. This dark sweet syrup is made by filtering fresh sugar cane juice, then boiling off the water until the syrup contains about 72% sugar. Guatemala requires the fresh spirit to be put into oak barrels at no more than 60% abv. then aged for at least one year.

HE SAID

The rum has a very subtle nose making it hard to pick out a dominant note. There is a molasses note with some vanilla and toasted coconut. The front of the palate is also subtle, but then opens up on the back of the throat. Molasses and vanilla carry through to the palate with the toasted coconut on the finish. I added an ice cube hoping to open the rum up. If anything it made the notes even more subtle from start to finish. Definitely drink this rum neat.

SHE SAID

I agree with Clint that the nose has a molasses base but I don't get vanilla or coconut. Honestly, there's nothing on the nose worth exploring. The rum has a nice and creamy mouthfeel. It coats the palate and lingers at the back of the throat before dissipating on the finish. I love the softness to this rum from start to finish, however there's truly nothing to explore. The ice cube does allow me to experience a finish but it's more of an alcohol note rather than a particular flavor.

OVERALL

We differ on how to rate El Pasador de Oro XO. Clint wants to give it a solid 4 or 4.25 because he feels it is a good sipping rum while Terry leans more towards a 3 or 3.25 because it lacks character. At \$37/bottle, one of us expected more.

Tell us what you think at editor@allatsea.net

3.5 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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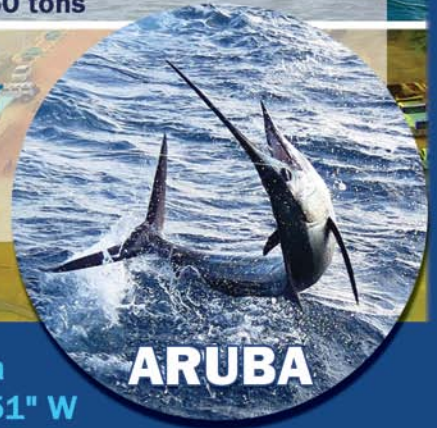
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All At Sea's Caribbean Marinas Guide

			Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet
Antigua	Falmouth Harbour Marina www.antigua-marina.com	268-460-6054	20'	380'	60	●	110/220/380 3 phase	●	●	●	●	●	●	●	68/10	●	
Antigua	Jolly Harbour Marina www.jhmarina.com	268-462-6042	13'	200'	160	●	110/220		●	●	●	●	●	●	68	FREE	
Aruba	Renaissance Marina Aruba	297-588-0260	13'	200'	50	●	110/220		●			●	●	●	16/69	●	
Aruba	Varadero Caribe www.varaderoaruba.com	297-588-3850	8'	120'	75	●	50/30 amp				●		●	●	68	●	
Curaçao	Curaçao Marine	5999 465 8936	13'	120'	30	●	110/220/380		●		●	●	●	●	67	FREE	
Curaçao	Curaçao Yacht Club www.curaçaoyachtclub.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 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	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	●	

			Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet
St. 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-rodneymarina.com an IGY destination™	758-458-7200	14'	285'	253	●	120V- 480V, 30/50/100/ 125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	●	●	●	●	●	●	●	●	16	FREE
St. Lucia	The Marina at Marigot Bay	758-451-4275	16'	250'	40	●	110/220/380, 50/60 Hz	Cable	●	●	●	●	●	●	●	16/12	●
St. Maarten	Bobby's Marina www.bobbysmarina.com	721-542-2366	12'	130'	80	●	110/220V		●	●	●	●	●	●	●	16/69	●
St. Maarten	Island Water World Marina	599-544-5310	8'	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 an IGY destination™	340-775-6454	10'	110'	134	●	120/208Y/240 VAC 30 to 100 amps, 60 Hz	Cable	●	●	●	●	●	●	●	16/6	FREE
St. Thomas	Crown Bay Marina www.crownbay.com	340-774-2255	24'	200'	99	●	30, 50, 100amp 120v, 208v, 220v, 480v	Cable	●	●	●	●	●	●	●	11	FREE
St. Thomas	Yacht Haven Grande www.igy-yachthaven grande.com an IGY destination™	340-774-9500	18'	656'	48	●	120/208Y/240/480Y VAC 50 to 600 amps, 60 Hz Ability to hard wire	Cable	●	●	●	●	●	●	●	16/10	FREE
Tortola, BVI	Nanny Cay Marina	284-494-2512	12'	125'	200	●	110/220		●	●	●	●	●	●	●	16	●
Tortola, BVI	Soper's Hole	284-495-4589	25'	170'	50	●	110/240	Cable	●	●	●	●	●	●	●	16	Cafe
Tortola, BVI	Village Cay Marina	284-494-2771	12'	200'	106	●	110/220/308	Cable	●	●	●	●	●	●	●	16/71	FREE
Trinidad	Power Boats Ltd	868-634-4346	13'	65'	40	●	115/220		●	●	●	●	●	●	●	72	●
Turks & Caicos	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-cabosanolucas.com an IGY destination™	+52 624 173 9140	26'	350'	380	●	110V 30 amps; 220V 50 amps; 100 amp 3-phase, 480V 150 3-phase		●	●	●	●	●	●	●	88A	FREE
NY Harbor - Manhattan	North Cove Marina at Brookfield Place www.igy-northcove.com an IGY destination™	917-677-7680	16'	175'	18	●	110V, 220V; 480V 3-phase				●	●	●	●	●	69	FREE

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CARIBBEAN BOATYARDS

All At Sea's Caribbean Boatyards Guide

		Latitude	Longitude	Phone Number	Maximum Draft	Maximum Length	Maximum Beam	Maximum Air Draft	Power Supply	Arrival Hours	Lift 1 Type / Capacity (Tons)	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facilities
Antigua	Jolly Harbour Marina / Boat Yard	17 04 46.4 N	61 54 37.0 W	(268) 462-6041	13'	80'	19'	no limit	110/220	8am-5pm	70	•	•	•	•	•	•	•
Antigua	North Sound Marine	17.1167	-61.7500	(268) 562-3499 \ (268) 764-2599	15'	no limit	31'	no limit	Anything	24x7	150	•	•	•	•	•	•	•
Aruba	Varadero Caribe	12 32 N	70 02 W	297-588-3850	8'	120'	45'	no limit	50/30 amp	8am-5pm	60	•	•	•	•	•	•	•
Freeport, Grand Bahamas	Bradford Marine Bahamas	26' 31.189 N	78' 45.566 W	242-352-7711	35	400	50	no limit	30/50/100/480	24/7	150	•	•	•	•	•	•	•
Tortola, BVI	Nanny Cay Hotel & Marina	18 25 0 N	64 37 0 W	(284) 494-2512	11'	160'	45'	no limit	110v 30amp/220v 50amp/ 3phase 100 amp	7am-6pm	70	•	•	•	•	•	•	•
Tortola, BVI	Soper's Hole	18°23' 46"	-64° 41' 53"	(284) 495-3349	7'	65'	18' and 40'	no limit	110/220	8-5, Mon-Sat	45	•	•	•	•	•	•	•
Tortola, BVI	Tortola Yacht Services	18 25 N	64 37 W	(284)-494-2124	10'	68'	20'	no limit	220V, 50A, 110V, 30A	7-4, 7days	70	•	•	•	•	•	•	•
Virgin Gorda, BVI	Virgin Gorda Yacht Harbour	18.45222	-64.43750	284-495-5318	10	150	34	no limit	110/120	7am-6pm	70	•	•	•	•	•	•	•
Curaçao	Curacao Marine	12° N	68° W	599 9 562-8000	9'	120'	33'	193	110/220 380	8am-5pm	60	•	•	•	•	•	•	•
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

					Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF	Channel	Wireless Internet
Washington D.C. / MD	VA MD	National Harbor Marina www.igy-nationalharbor.com an IGY destination™	301-749-1582	Call	160'			•	30/50/100 single and 3 phase	•	•	•	•	•	•	•	•	71/16	•	
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

					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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4



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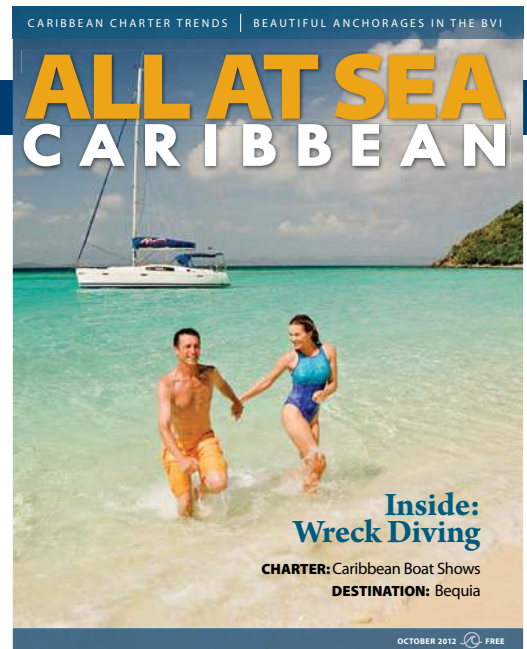
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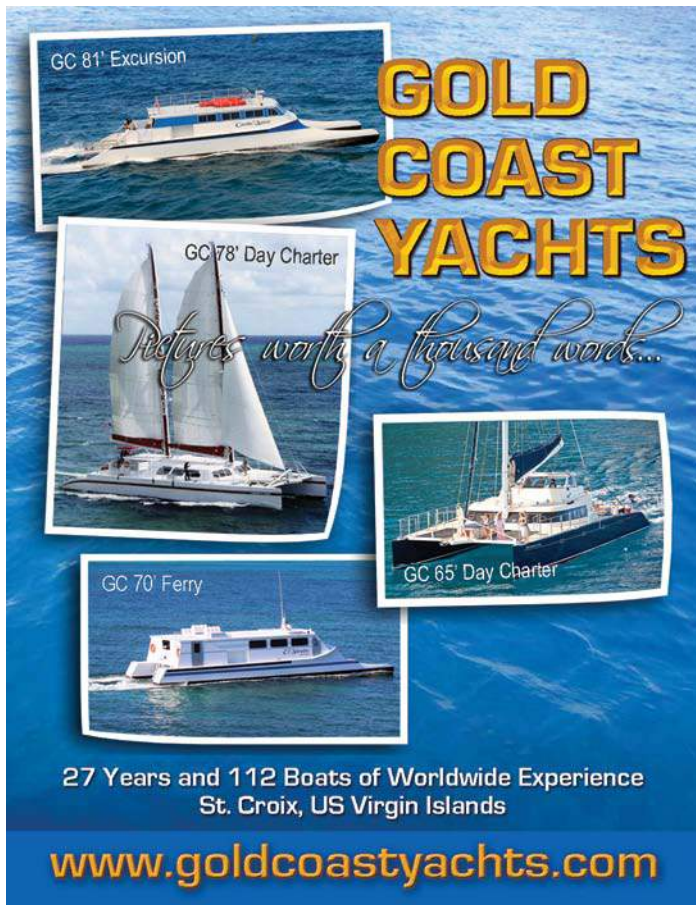


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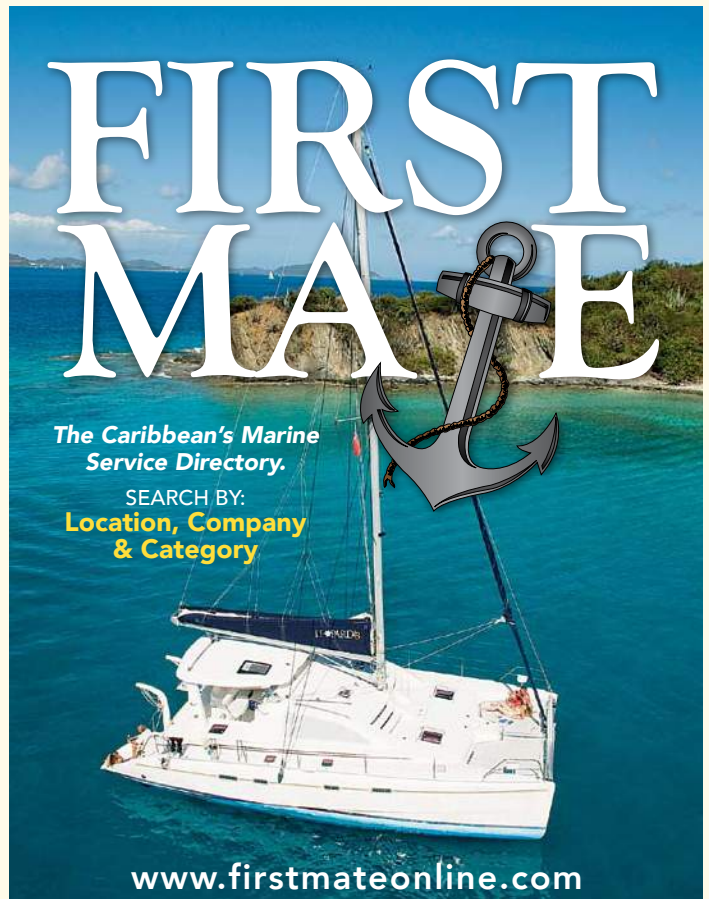
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Employment

preferred; as well as a good general working knowledge and ability to troubleshoot and work on marine sub systems and marine diesel engines and generators. Work references would be needed, and remuneration would be provided on application. Please make contact with Graeme on bridgraem@surfbvi.com

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Employment

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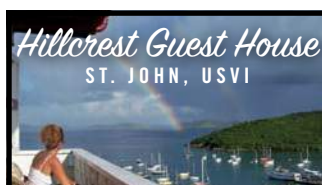
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Please e-mail cover letter and resume to amy@goldcoastyachts.com



CARIBBEAN COOKING WITH CAULIFLOWER

CARIBBEAN RECIPES BY CAP'N JAN ROBINSON

Get ready to use cauliflower! It's no secret that cauliflower is good for you. It is packed with vitamins and antioxidants, and contains almost every vitamin and nutrient that you need in your diet. It is also high in fiber and low in calories.

Below are some interesting, tasty, and easy recipes.

YOUR FAVORITE PIZZA TOPPING WITH CAULIFLOWER CRUST

Prep time: 15 minutes. Cooking time: 30 minutes. Serves: 4 - 6

2 cups grated cauliflower* (about ½ cauliflower head)

½ cup plain yogurt

1 egg

1 tsp. Italian seasoning

(dried basil, oregano, rosemary, parsley, thyme, etc.)

Sea salt, to taste

Freshly ground pepper

1/2 cup low sodium marinara sauce

Cooked vegetables of your choice

½ cup crumbled goat cheese or ½ cup grated mozzarella

Preheat oven to 400 degrees F. Place cauliflower on a clean, cotton towel. Wrap cauliflower in the middle and twist closed, *squeezing out all of the moisture. Place dry cauliflower into a bowl and add eggs, spices, salt, pepper, and yogurt; mix together until evenly combined.

Place dough onto a baking sheet lined with parchment paper and spread mixture until about ½ inch thick. Bake for 30 minutes or until lightly browned and firm enough to hold its shape. Remove crust from oven onto a warmed plate. Top with marinara sauce, vegetables and goat cheese. Return to oven, if necessary.

**NOTE: I use my Vitamix and pulse the cauliflower until it resembles the texture of "rice". Do not over-process or it will get mushy!*

** when you think you have squeezed enough, squeeze some more*

CURRIED CAULIFLOWER, LENTIL AND GRAPE SALAD

Prep time: 5 minutes. Cooking time: 25 minutes. Serves: 4

1 head cauliflower (divide into florets)

1-1/2 Tbsp. liquid coconut oil

1-1/2 Tbsp. curry powder

Pinch of sea salt



GREEN CURRY TAHINI DRESSING:

5 Tbsp. green curry paste

¼ tsp. sea salt

2 Tbsp. tahini

½ tsp. freshly ground

2 Tbsp. lemon juice

black pepper

1 Tbsp. maple syrup

SALAD:

6 cups mixed greens, kale, spinach, Romaine lettuce etc.

1 cup cooked lentils

1 cup green or red seedless grapes (halved)

Preheat oven to 400 degrees F. Line a baking sheet with parchment paper. In a medium size bowl, add cauliflower and toss with coconut oil, curry powder, and sea salt. Transfer to baking sheet and roast cauliflower for 20-25 minutes or until golden brown and tender.

In another bowl, make the dressing by mixing together the green curry paste, tahini, lemon juice, maple syrup, salt, and pepper; combine well. If needed, thin with water. Adjust flavor as to how you like it. For a stronger curry flavor, add more green curry paste. Tahini for greater thickness, lemon juice for acidity, or maple syrup for sweetness.

TO SERVE: Place the mixed greens on a serving platter or in a salad bowl. Top with lentils, grapes, and cooked cauliflower and serve with the dressing.

HINT: Best served fresh, although leftovers maybe stored in an airtight container for 3 or 4 days. Dressing may be stored separately for up to 1 week.



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