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60	\$1.36	\$1.22	\$1.16	\$0.95
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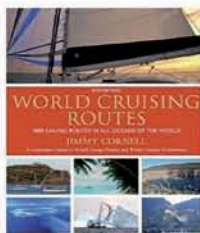
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# MAY 2020 @

## The Caribbean's Waterfront Magazine



CREDIT THE ANTIGUA SEA TURTLE PROJECT

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COVER SHOT: Dropping the Tow Line getting ready for the launch of *Reality 2* in Carriacou  
Image Courtesy of Jan Hein

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# WE WANT TO HEAR FROM YOU

Hello ALL AT SEA,  
My wife Bea and I have been living in St. Maarten for the past eight years. Although we have not bought a boat (yet) we have sailed occasionally with family and friends and traveled around the Caribbean as much as possible.

I picked up yesterday (on a groceries and cash run while in lockdown here in SXM) a copy of your nice magazine at "The Mailbox" in Simpson Bay, interested by the April 2020 cover article. We were quite disappointed when we saw no mention of the "Express des Iles", a company which plies the Guadeloupe - Dominica - Martinique - St. Lucia and back route with newer Australian-built, 10 vehicle cap. power catamarans. We went 4 years ago from PTP to Roseau and back, very nice, comfortable, speedy trip.

You should include an addendum to this article for the benefit of your readers, maybe with an update about a possible pan-Caribbean freight-passenger ferry service (although with the current situation...), and do please tell Ms. Bareuther to better research her articles going forward.

Attentively, Norbert Finkel

*Good afternoon Norbert,  
Thank you for reading ALL AT SEA and thank you most of all for reaching out to us and our readers. At heart, ALL AT SEA is a community magazine.*

*I'm sure many of our readers will appreciate the heads up on your ferry!*

*Stay safe, The ALL AT SEA Team*

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

## ALL AT SEA CARIBBEAN

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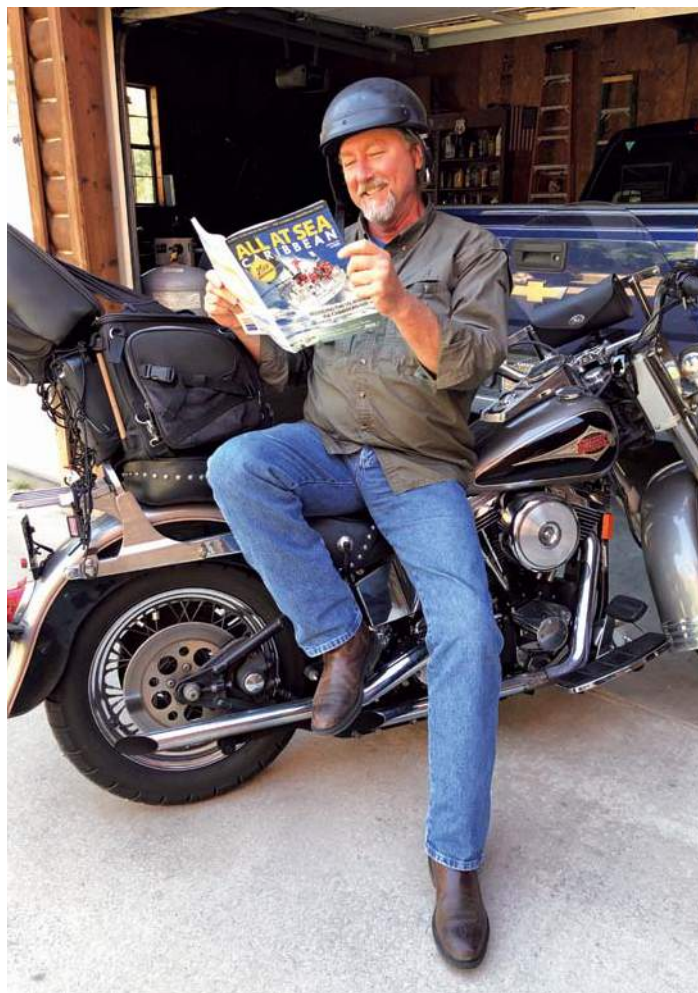


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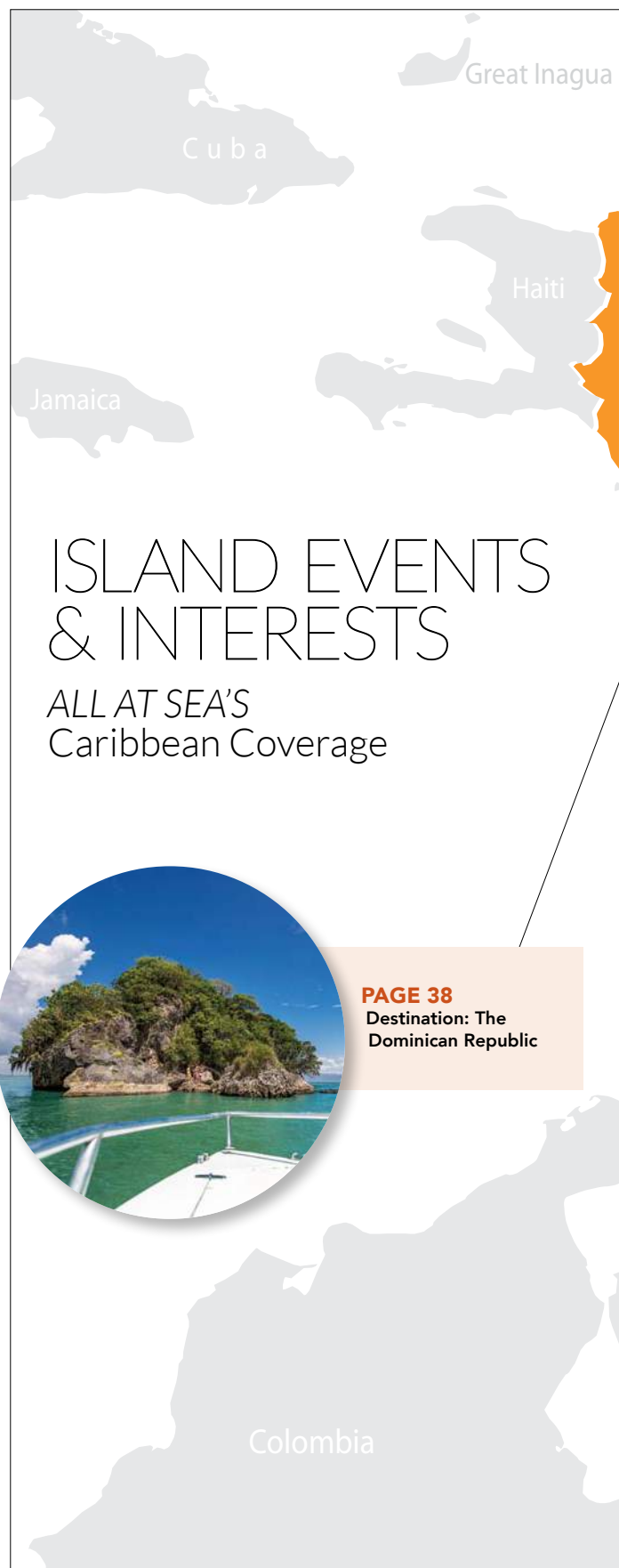
# WHERE IN THE WORLD?

Congratulations Maurice, and thanks for reading *ALL AT SEA*!



Maurice Ragnar sailing on his harley and enjoying *ALL AT SEA* while celebrating Easter Weekend.

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](mailto:subscribe@allatsea.net) or mail to: **382 NE 191st Street #32381, Miami, Florida, 33179-3899.**



Island

**PAGE 21**  
May 24: Leverick  
Bay Poker Run



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(B.V.I.)

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Barbuda

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Barbados

St. Vincent &  
The Grenadines

Bequia

Carriacou

Grenada

Tobago

Trinidad

Puerto Rico

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

Saba

St. Eustatius

St. Kitts & Nevis

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Les Fruits de Mer Launches  
Amuseum@home for  
Local Learning



## Caribbean Sea

Aruba

Curaçao

Bonaire

Venezuela

# CARIBBEAN NEWS



If you have a  
news story to share,  
**PLEASE EMAIL:  
THE EDITOR:**  
[editor@allatsea.net](mailto:editor@allatsea.net)

## **BITTER END YACHT CLUB – GET PROVISIONS ACROSS THE POND**

There's good news for those who have always wanted to own one of the Bitter End Yacht Club's signature Pro Am Performance Sailing Shorts. These, and several other wearables under the Virgin Gorda, BVI-based resort's Bitter End Provisions line, can now be shipped to Canada, the UK and EU, in addition to the USA.

"We launched Bitter End Provisions in 2018 after Hurricane Irma wiped out our 64 acres. We knew that the rebuild would be a long haul and we also knew that we needed to find a way to keep the Bitter End spirit alive and stay connected with our extended family. Provisions was inspired by our community who wanted to find a way to support hurricane relief and to pick up some of their favorite Bitter End gear. We did not know what to expect with this new venture, so we initially shipped only domestically here in the US. Since the launch, our global audience has hailed over and over requesting our goods. So, we responded to that call," says Kerri Quinn Jaffe, chief marketing officer.

In addition to the sailing shorts, other popular items include the Bottoms Up Belt, All-Weather Lightweight Vest and Burgee Ties for men, Bitter End Dry Tote and Cleat Necklace for women. The newest items are the French Terry Collection of hoodies for women and girls and infant's One Love Onesie.



**ProAm Performance Shorts**

Soon, it will be possible to purchase these provisions at the BEYC itself.

"We are beyond excited to see the flurry of activity taking place. Foundations are being poured and buildings are going up as we speak. On behalf of the entire Bitter End Crew, we can't wait to welcome our friends from across the globe ashore." [www.beyc.com](http://www.beyc.com)

## HONDA MARINE RECEIVES 2019 CUSTOMER SATISFACTION INDEX AWARD

Keeping customers happy is what Honda Marine, the Alpharetta, GA-headquartered marketer of four-stroke marine outboard motors, thrives on. It certainly shows. For the 17th year in a row, Honda won the 2019 Customer Satisfaction Index (CSI) Award from the National Marine Manufacturers Association. The NMMA, based in Chicago, IL, is the leading association representing recreational boating in North America.

"Honda Marine is proud to have once again earned the CSI recognition from NMMA. This award spotlights our mission to continuously improve and innovate—offering products that enhance the boating experience for our customers," says Will Walton, vice president for Honda Power Equipment. "Our ability to serve the heart of the marine market and provide customers what they want and need stems from paying close attention to overall trends, listening to user feedback, and ensuring that our comprehensive product lineup sets the standard for fuel efficiency and ease of use—all while staying true to the core Honda attributes of durability, quality, reliability and quiet operation."

The NMMA's CSI award is based on the overall satisfaction rating of owners for their outboard engines and acknowledges companies that actively measure customer satisfaction to pursue continuous improvement. Award recipients have achieved and maintained an independently measured standard of 90 percent or higher in customer satisfaction during the past year, based on customer surveys.

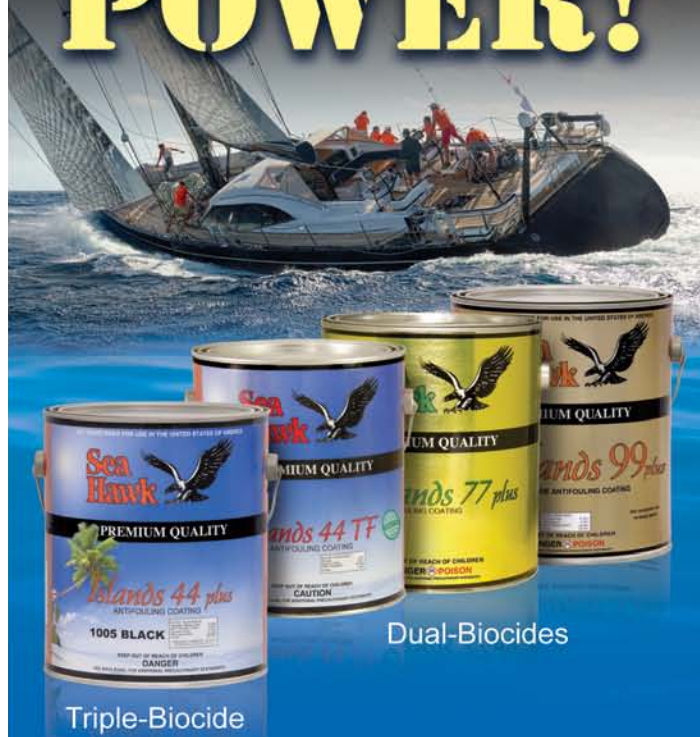
There are Honda Marina dealers in the Bahamas, Cayman Islands and Turks & Caicos, as well as in Aruba, the British Virgin Islands, Curacao, Dominican Republic, Puerto Rico, and Trinidad & Tobago. [Marine.honda.com](http://Marine.honda.com)



Will Walton,  
vice president  
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## MERCURY MARINE AWARDS LATIN AMERICAN AND CARIBBEAN DEALERSHIPS



"We especially worked with those in the area of nautical tourism, for example those who ran whale watching tours, sports fishing trips, parasailing, and charters to mangrove parks, beaches and off-shore islands. Documentary videos particularly have been one of our best tools to convince customers to make the switch to Mercury," says Macaya, who won one of four Technical Service Excellence awards.

Customer service earned A1 Island Marine Supplies, located in Rodney Bay, St. Lucia and operated by Pinkley Francis, another of the Technical Service Excellence awards.

There's nothing worse than sitting dead still in the water. In February, at the Miami International Boat Show, the Latin America and Caribbean division of Mercury Marine hosted its annual Customer Appreciation Event. Here, dealers were recognized for their excellence in 2019 in not only keeping their customers moving, but also in expanding the overall Mercury brand line through key strategies and commitments. Just a few of the stories show how Mercury Marine, the world's leading manufacturer of recreational marine propulsion engines, is keeping customers south of its USA headquarters satisfied.

"Part of our plan was to train as many local mechanics as possible, pushing them to attend the courses at the training center. The result is that this now assures there are many capable technicians servicing Mercury engines," says Carlos Mauleon, at Servicios Internacionales Marinos SA de CV, in Cancun, Mexico, who earned Top Performer of the Year. "Additionally, we held four customer events. Two were for mechanics, one was for captains and crew and the other for Mercury owners."

South in San Jose, Costa Rica, Manuel Macaya and his team at Productos Nauticos Promarina S.A. attracted new customers by providing them with testimonials from other users who boated under similar conditions.

"We are very customer centric. As such, we respond to all customer requests within 24 hours. We also have a wide selection of spare parts and our technicians are well trained on all the product we supply," says Francis.

Dealers that earned the Highest Sales Growth 2019 award were Lighthouse Marine, Nassau, Bahamas; Powerboat Marine, San Juan, Puerto Rico; and Todomar C.H.I., Marina S.A.S, Cartagena, Columbia. The other two Technical Service Excellent winners were Naval Motor S.A., in Argentina, and SWISS-CORP AG S.A.C, in Peru.

The outstanding work that these Mercury dealers performed in 2019 represents our dealers' commitment to servicing the end-customer from the moment that they walk through the door to make a purchase all the way through their life journey as a Mercury owner," says Kenia Chalas-Brooklen, sales support and marketing manager for Mercury Marine, Latin America & Caribbean.

Headquartered in Fond du Lac, Wisconsin, USA, Mercury Marine is a major division of the Brunswick Corporation, and provides engines, boats, services and parts for recreational, commercial and government marine applications. [www.mercurymarine.com](http://www.mercurymarine.com)



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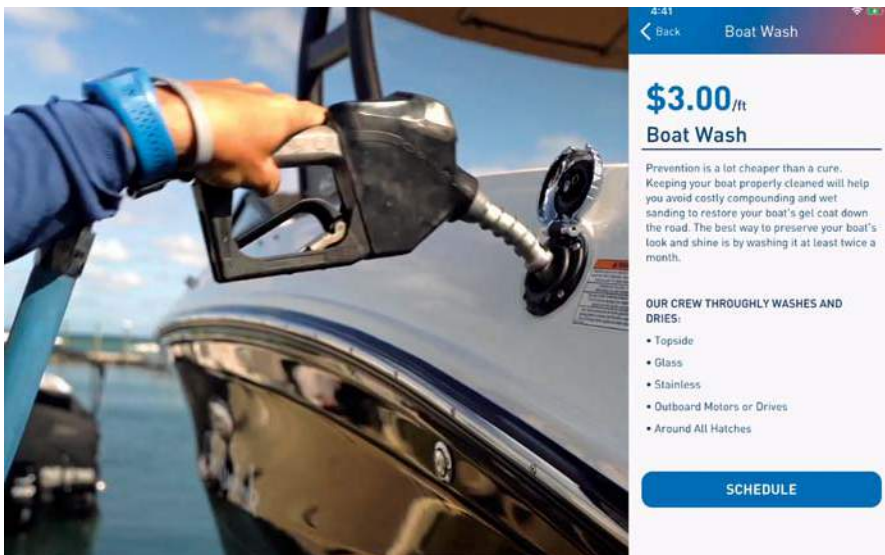


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### NEW MARINEMAX APP MAKES BOATING EASY

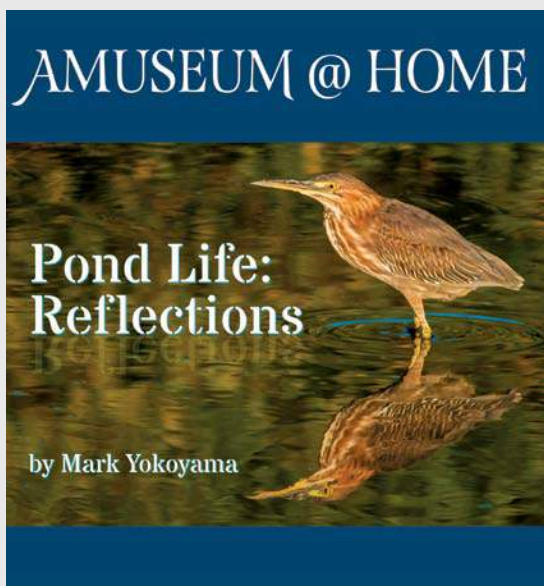
Enjoy more time on the water with the touch of a finger. That's the opportunity via a new app from MarineMax, the Clearwater, FL-based largest recreational boat and yacht retailer in the USA.

"The boating industry continues to advance. From smart-tech-systems on boats to the new MarineMax app, the idea is to help customers spend more time on the water and less time taking care of their boat," says Shawn Berg, chief digital officer. "The app serves as a platform to request anything and

seamlessly communicate with your local store. From routine maintenance, requesting a wash or fuel, to a full repair, you can instantly chat with boating experts for an exceptional customer experience."

The app works everywhere, although MarineMax stores are in the USA. This means if customers are cruising or on vacation in the Caribbean, they can easily communicate with the MarineMax store of their choice in the USA to order services. [www.marinemax.com](http://www.marinemax.com)

## LES FRUITS DE MER LAUNCHES AMUSEUM@HOME FOR LOCAL LEARNING



The launch of a free at-home learning program in March, in response to the COVID-19 pandemic, easily doubles as a resource for cruisers who are home-schooling. The Les Fruits de Mer now offers its Amuseum@Home, which shares several fun learning resources daily via social media and the organization's website ([www.lesfruitsdemer.com/resources](http://www.lesfruitsdemer.com/resources)). Examples are an eBook about pond birds, a set of coloring pages and a short documentary film about flamingos on St. Martin.

"Whether you are living here or visiting, there simply aren't a lot of great resources about local nature and heritage, especially for kids. We help kids discover how amazing this place is and make them curious to learn more. That's something that kids can use all the time," says Mark Yokoyama, co-founder of Les Fruits de Mer, a non-profit Grand Case, St. Martin-based association which promotes ecology and culture through inspiration and education.



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# MAY 2020 EVENTS

BY CAROL M. BAREUTHER



## **THROUGH MAY 10: Salty Dawg Sailing Association (SDSA) Homeward Bound Flotilla.**

While the SDSA has canceled its annual Spring Rally, originally set to depart from the U.S. Virgin Islands on May 4, the organization, has jumped in to help the sailing community by running an informal flotilla to the U.S. from the Caribbean.

"With closures of country borders throughout the Caribbean, boats must stay where they are, until time of departure for the U.S. Boats are not congregating in one or two locations for the Flotilla. We will have groups of boats departing on a particular day each week, from the week of April 12th up to the week of May 10th. As boats get underway, they will link up somewhat with other boats in the group. Boats farther down island will leave earlier, and boats farther north will depart about the time the other vessels work their way towards them. Boats will stay in touch with Shoreside Coordinators by email and Sat phone, and by SSB radio," explains Hank George, president of the Middleton, RI-based non-profit SDSA.

Boats who had registered for the Spring Rally are invited to participate in the Homeward Bound Flotilla. The SDSA will support vessels sailing either directly to the US Mid-Atlan-



tic or New England areas, or west toward Florida and then north along the US coast. Included is weather routing from Chris Parker/Marine Weather Center, offshore tracking with position reports to a Predict Wind shared page, shoreside coordinator support all through the passage, and SDSA assistance in coming into United States waters. To make the Flotilla accessible to all, the SDSA is not assigning the usual US \$150 per boat participation fee. However, participants are encouraged to contribute to help defray expenses. [www.saltydawgsailing.org](http://www.saltydawgsailing.org)

## MAY 24: Leverick Bay Poker Run.

Plans, as of late March, are full steam ahead for this wildly popular event that attracts over 200 power boats.

"This year's Leverick Bay Poker Run marks the 19th anniversary of the legendary event that has drawn the attention of thousands of nautical enthusiasts to the waters of the British Virgin Islands. During the Leverick Bay Poker Run, participants travel over a predetermined route and, at each stop on the way, draw a playing card until they complete the itinerary at Leverick Bay Resort & Marina. At the end of the journey, participants holding the best five-card poker hand are crowned as the Poker Run victors. The Poker Run has become a national holiday in the BVIs, attracting many visitors from the USVI and Puerto Rico," says organizer, Joel Brillert.

A significant portion of donations from the event's sponsors – be it monetary, gifts or in-kind sponsorships – and a portion of the Poker Run participants' entry fees, are donated to numerous charitable foundations on Virgin Gorda. Last year, organizers donated over US \$30,000 to The Virgin Gorda Charitable Trust, Virgin Gorda Recovery Operations Center and the Animal Rescue Control of Virgin Gorda. Over the past 18 years, the event has raised over US \$155,000 for local charities. [www.bvipokerrun.com](http://www.bvipokerrun.com)



## POSTPONEMENTS & CANCELLATIONS

Some of the region's most favorite events on sea and shore have been postponed or cancelled due to the COVID-19 pandemic. Here's a sampling:

**May 1 – 6: Grenada Chocolate Festival**, True Blue Bay Boutique Resort & Marina, Grenada. **POSTPONED.** [www.grenadachocolatefest.com](http://www.grenadachocolatefest.com)

**May 5 – 9: Mercury Fishing Festival**, Marina Bas-du-Fort, Pointe-à-Pitre Guadeloupe. **CANCELLED.** [www.facebook.com/pg/guadeloupemarinclub](https://www.facebook.com/pg/guadeloupemarinclub)

**May 6: Antigua Bermuda Race**, Nelson's Dockyard, English Harbour, Antigua and the Royal Bermuda Yacht Club, Hamilton, Bermuda. **CANCELLED.** [www.antiguabermuda.com](http://www.antiguabermuda.com)

**May 7 – 9: St. Lucia Jazz & Arts Festival**, Pigeon Island National Landmark, St. Lucia. **CANCELLED.** [www.stlucia.org](http://www.stlucia.org)

**May 14 – 17: Martinique Boat Show**, Port de Plaisance de l'Etang z'Abricots, Fort de France, Martinique. **CANCELLED.** <https://en.martinique-boat-show.fr/>

**May 21 – 22: Curacao Rum Fest**, Punda, Willemstad, Curacao. **POSTPONED** tentatively until late August or September, 2020. [www.curacaorumfest.com](http://www.curacaorumfest.com)



CREDIT DIEGO VASQUEZ

**May 28 – 29 and May 30 – 31: Mikie Pigott Jr. Memorial Classic and Antigua & Barbuda Sport Fishing Tournament.** Nelson's Dockyard, English Harbour, Antigua. **CANCELLED.** [www.antiguabarbudasportsfishing.com](http://www.antiguabarbudasportsfishing.com)



# RANGER III

SAILING HUMOR BY CAP'N FATTY GOODLANDER



Fatty shows his mother his sailboat model-note gangplank for *Ranger III* on the dock.

One day, at the age of seven or eight, I poked my head out of the schooner *Elizabeth*—and was amazed to see a large commercial excursion boat named *Ranger III* tied up on the other side of the dock. This was big news because I considered myself the pint-sized king of Slip #7, Vinoy Basin, St. Petersburg, Florida—actually, I felt I was the diminutive King Neptune of the entire harbor.

Who dare they enter my domain without permission?

Its skipper was a long, lean man named Captain Dave Winters. A Florida cracker with thick skin of brown leather, he carried his

silence with ease. He looked me up and down calmly—as if in no rush—then gave a tug on the forward spring so I could hop aboard. His wife Irene was slight in build and half his height—and as talkative as he was taciturn. “Welcome aboard, son!” she said, “The harbormaster tolt us about you’all and your family’s blowboat—We hope you won’t mind all the noise but we’ll be gone by 9:30 seven days a week—feel free to take some ice whenever you want.”

Now we Goodlanders knew about ice and had even tasted it on rare occasions—but ice represented great wealth to us and the idea that we could partake of as much as desired

simply did-not-compute. Even more amazing, the following day the phone company installed a 'booking phone' on the dock and Captain Dave built a wooden box around it—and gave us the spare key.

It was like, well, a spacecraft had landed and started giving out amazing, futuristic gifts. Wow!

Now I had a problem at the time—I was playing hide-and-seek from the local truant officer. He hadn't got the memo that we sea gypsy children didn't have to go to school—that we felt landsharks, bean-counters, and other dirt-dwellers didn't have much in the way of useful education to offer.

Captain Dave got a twinkle in his eye each time the truant officer came around and I frantically hid 1.) under the dinghy tarp, 2.) in the port cockpit locker, or 3.) buried myself under sailbags in the forecandle.

*I was playing hide-and-seek from the local truant officer. He hadn't got the memo that we sea gypsy children didn't have to go to school—that we felt landsharks, bean-counters, and other dirt-dwellers didn't have much in the way of useful education to offer.*

My poor mother—in every port we stopped, she'd end up standing in the cockpit, staring up at hard-hearted officials in leather shoes, and saying, "I don't have any idea where that little rascal is!"

Actually, starting my first job wasn't such a big step—as I was already helping Captain Dave from sunrise to sunset getting the boat ready for the winter tourist season. I just sort of 'oozed' into being the soda jockey aboard. We could carry 88 passengers but normally had 40 to 60 aboard. We'd stop to swim and snorkel before having lunch in Bradenton, Treasure Isle, or Mullet Cay. It was a long day—we wouldn't return to the dock before five in the afternoon.

Sodas were ten cents, and Dr. Pepper was almost as popular as Coca-cola. Canada Dry did pretty okay, too. Sure, we had candy bars, crackers, Slim-Jims, bottled water, bubble gum, potato chips, and snacks—you name it! I was



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*My poor mother—in every port we stopped, she'd end up standing in the cockpit, staring up at hard-hearted officials in leather shoes, and saying, "I don't have any idea where that little rascal is!"*

practically running a restaurant, I was. Not only did I have to make change and guard the plastic bowl of money—I couldn't allow no shoplifting either! Oh, I had responsibilities, I'll tell ya!

And, yes, I got free sodas and snacks from the time we left the dock until we returned—and the only time I took a day off was to visit the local dentist.

Now the deckhand on the Ranger III was an old sailor named George R. Law from Maine—and George reeked of rum, had a red nose with blue veins, and was filled to bursting with sea yarns. He was 'seven times a shellback' (crossed the equator undersail) and certainly the most entertaining adult I'd met outside my family. "The seas would

be so big, our ears would pop on the crests," he'd thunder, "and in the troughs we'd snatch lobsters off the seabed in mid-Atlantic!"

Now, even as young as I was, I knew enough not to press George too hard on the facts for fear he might reduce his sea stories to just them alone—and then where would I be?

Now, before we left each day, Miss Girty and her husband Al would set up their table on the side of the road in front of the dock—and she'd bark. "All day! Shelling! Beachcombing!" she'd yell, waving a fistful of brochures. "Three stops! Porpoises, guaranteed! Perhaps manatees or sharks—why, sometimes we cruise alongside whales for an hour at a time!"

Girty was as big as a full-rigged ship—with a hefty top hamper and plenty of weigh-on when in a foul mood. The problem was her hubby Skinny Al—he always carried a nip or two of rum in hip pocket—and every time that a customer would ask Miss Girty about something in a sales brochure and she'd be distracted—he'd take an exaggerated swig from his trusty bottle, and give me a happy wink.

"Rum squall!" he'd cackle as he'd skip past me. "Stationary drunk front!"

"...what did you say to that boy?" Miss Girty would bellow, "don't you go filling his head with any of your barroom nonsense! Cad! Rake! Drunkard! Scalawag! Bottle-hugger!"

That's how it was back in the day in 'newly-wed & nearly dead' St. Pete—most men drank and had nagging women following them around telling them not to. A few men didn't drink—and those were the captains, leastwise according to the US Coast Guard.

With a hundred folks boarding and unboarding Ranger III daily, a lot of landlubber stuff ended up getting inadvertently deep-sixed. Luckily, my trusty dive mask was always within reach. I dove up numerous watches, wallets, and wedding rings—quickly realizing that, while I could recover the item on the first dive, the fourth or fifth dive was always more profitable.

Now Irene had 'a head for figures' and thus was able to tell us daily that we were either going bankrupt fast or going bankrupt slow—that seemed the two marine options. George R. Law agreed, "If you want to make a small fortune on the waterfront, start with a big one!" And as a youngster, I was amazed to realize that Captain Dave and Irene didn't really



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The crew of the  
*Elizabeth* in Florida

own the Ranger III, that a bank did—and that bank was always threatening to take her away.

Captain Dave was generous to a fault. He was always helping out around the harbor, sharing his expertise, his muscle, and his tools. He never said anything about it but it was during this time that I realized that a sailor's reputation is only as large as the circle of sailors he assists.

Dave, of course, never sang his own praises—but that was okay because Girty, George, and Irene were always willing to. They told and retold a story about the Ranger II when, as a hurricane approached, her engine stopped from water in the fuel—and she would have been lost if not for a good Samaritan in the harbor. As a direct result of this, Dave was always super-aware of his fuel quality and always had a dozen spare Racor filters on hand. Plus, before hurricanes, he was



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Fatty makes a muscle on the foredeck of the *Elizabeth* among family and friends

*Think of a zany retelling of Tom Sawyer and the Tampa Bay Excursion Boat and you're close to the reality of those sun-kissed days—ever since there has been a blurred line between family and crew in my life.*

always all over the Vinoy Basin—helping everyone get ready to seek safe harbor.

Since we were underway seven days a week, we assisted in many rescues of men and material. Captain Dave, once a tugboat skipper in Tampa, was a superb boat handler. We saved many a vessel from certain destruction—and I loved these 'emergencies' to demonstrate our pluck. If a boat could be snatched off, we'd snatch her off—as a point of honor. Occasionally, I'd assist George with manhandling the towline, but my favorite times were up on the bridge when I'd take the wheel for Dave while he ran aft to communicate or whatever. Oh, the looks of admiration from the other kids! Occasional-

ly, he'd have me throttle down the Morse controls—and shift her into and out of gear while we attempted to drag/dredge a vessel off a shoal.

These were engineering puzzles to Captain Dave—and I greatly admired him for figuring them out. The more I watched, the more I realized he not only was my hero, but that he deserved to be. He helped people. He cared. And safety was always Job #1 with Dave—and with me for my ensuing 60 years offshore.

Think of a zany retelling of Tom Sawyer and the Tampa Bay Excursion Boat and you're close to the reality of those sun-kissed days—ever since there has been a blurred line between family and crew in my life.

Of course, reality finally intruded. The truant officer won—they always do. I was shipped off to the Mary A. White grammar school on Fourth Avenue at ten and half years old—with a dog-eared copy of Henry Miller's *Tropic of Cancer* in my back pocket that had all the dirty parts underlined in Crayon.

But we always kept in touch. Years later, in Chicago, I got a letter one late summer that, as promised, they'd be sending me a jet airplane ticket for the big 'paid-off-the-ship's-mortgage' party. Alas, it was not to be. Captain Dave had helped one-too-many boaters prepare for a particularly threatening hurricane—and been late in getting Ranger III out of the harbor. She went down with all hands. And as I cried at the news I realized that Captain Dave, talented seaman that he was, was now teaching me his final lesson: that the sea is a harsh mistress.

And that the sea has no compassion—she will take the good along with the bad without hesitation.

A hard lesson, true, but one that every offshore sailor needs to learn. (*Bio note: Fatty and Carolyn are somewhere in between Thailand and Indonesia in the middle of their fourth circumnavigation.*)

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# SAILING WITH CHARLIE: MAY SKULLDUGGERY

SAILING HUMOR BY JULIAN PUTLEY  
GRAPHICS BY ANOUK SYLVESTRE



Pirates, buccaneers, parrots, rum and buried treasure are all part of Caribbean lore and Charlie has been fascinated with it for decades. Today we sail the Caribbean in luxury – generators, watermakers, electric winches, synthetic sails ... Traditional pirates of the early 18th century led a tough life but it was one of freedom and adventure – one with wooden ships and iron men, quite opposite to today's plastic ships and jelly bellies. How did it all start? When the Spaniards, with authority from the Pope, claimed all lands west of 42 degrees west longitude in 1494, two years after Columbus discovered ... India?!!!!

El Draco, (The Dragon), pirate to the Spanish or Sir Francis Drake, explorer and privateer to the English, became a hero and was knighted by Elizabeth 1st when his ship the Golden Hind landed a shipload of treasure on England's shores. Drake had pillaged, plundered and burnt many a 'Spanish' possession in an attempt at justice (and riches, of course) - after all, the Spaniard's treasure galleons were filled with gold, silver, emeralds and pearls stolen from the South American natives in exchange for the gift of Catholicism. Drake took exception to this; their decree dictating ownership of the New World and the fact that Drake's father was a Protestant priest was all


the persuasion he needed to exact revenge. Whether he was prince or pirate depended on whose side you were on.

The golden years of piracy came much later and was caused by sailors being released from service at the end of wars. No nice pension in those days, it was fend for yourself, and piracy flourished. Bartholomew Roberts explained it nicely 'A short life and a merry one.' It was better than being thrown ashore with your kit bag with no mates and nowhere to go. Besides, no matter the hardships of shipboard life, there was the magic of sea life, rum, whoring in the dens and rum shops like Port Royal in Jamaica or Port of Spain in Trinidad. And when your share of the last booty was spent it was time to hoist the skull and crossbones and back to sea again. And that's why folkloric pirates are much loved today. As Jimmy Buffet sang, 'As the son of a son of a sailor, I went out on the sea for adventure.'

*Drake had pillaged, plundered and burnt many a 'Spanish' possession in an attempt at justice (and riches, of course) - after all, the Spaniard's treasure galleons were filled with gold, silver, emeralds and pearls stolen from the South American natives in exchange for the gift of Catholicism.*

The British Virgin Islands are home to a true event of actual pirate activity. A huge treasure was stolen from a wrecked Spanish galleon off the coast of North Carolina in 1750. It was buried on Norman Island and one treasure chest was found in 1910 in one of the caves. The story is related in Julian Putley's book, 'The Virgins' Treasure Isle.' Robert Louis Stevenson used many facts from this piracy to create his legendary story and perennial favorite 'Treasure Island.' In it Stevenson quotes:

*'Fifteen men on the dead man's chest,  
Yo-ho-ho and a bottle of rum!  
Drink and the devil had done for the rest,  
Yo-ho-ho and a bottle of rum!'*

The island of Dead Chest is just east of Peter Island in the BVI and its profile resembles a coffin, another name for a dead man's chest. Aaaarh – a pirate's life for me! 

---

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

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# IT TOOK A VILLAGE

WORDS & PHOTOS BY JAN HEIN



For over a century, boats have been built and launched on the beach in Carriacou's hamlet of Windward. They vary in size, design and purpose. Some comb the sea for fish; others haul cargo; and a precious few exist for the purpose of winning regattas. For all

their differences, each vessel constructed is done so with the same elements of tradition and nowhere is that more evident than on the day it is launched.

As 2019 rolled to an end, news about the big cargo boat un-

der construction began to spread along with gallons of paint. 65' in length, 18' wide and weighing an estimated 28 tons, she was the biggest one built in decades and therefore, would be the trickiest to get off the beach. The deck turned orange; the cobalt blue hull contrasted by white topsides held firmly in place by bright, bold stripes. As months passed, a list of jobs slowly diminished - sanding, creating a rudder, fairing, caulking, repainting, fine-tuning every detail. Locals kept an ear to the ground, waiting for the big announcement.

In mid February, the fence between the vessel and sea was removed, a sure sign of impending movement. Word came from owner and builder, Nero McLawrence - after carnival, on the first of March, his years long project would be pushed and pulled to the sea.

Early on that momentous day, he and his team, including brothers Norman and Winsley, gathered round the vessel for last minute prep. Logs were assembled for rolling the boat forward; gigantic ropes placed aboard for the tug; supports attached for the cut down. Before onlookers arrived, an animal was sacrificed on deck - an act to appease the gods and ancestors of tradition.



Nero McLawrence  
coiling the towline

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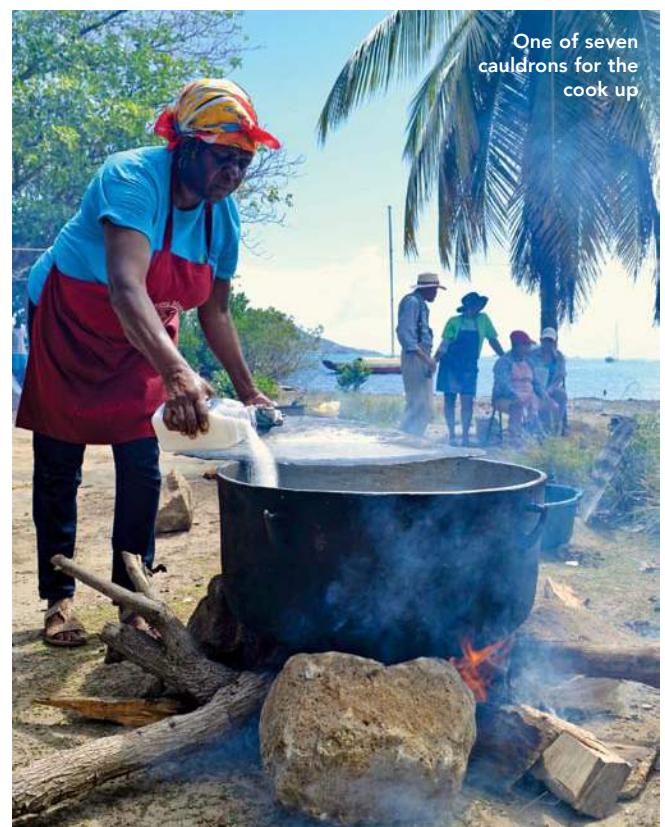


Hymns from the nearby church filled the air as workers hauled giant cauldrons down the path to the boatyard, followed by ingredients for coucou, peas and rice, stewed mutton and ground provisions. Fires were built and lit for the celebratory feast. Church let out and a procession of parishioners followed their robed priest. He climbed aboard, blessed the boat with prayers, hopes, and holy water, then unfurled the flag for the big reveal. *Reality 2* was ready.

It didn't take long for workers, spectators and entertaining advisors to fill the yard beyond capacity. Any available inch was filled with a camera. Jack Iron rum and beer flowed from the nearby Disco and the party took off, island style. The Carriacou Culture Train String Band wound round and around *Reality 2*, blessing her with spirits while tending to their own hydration.

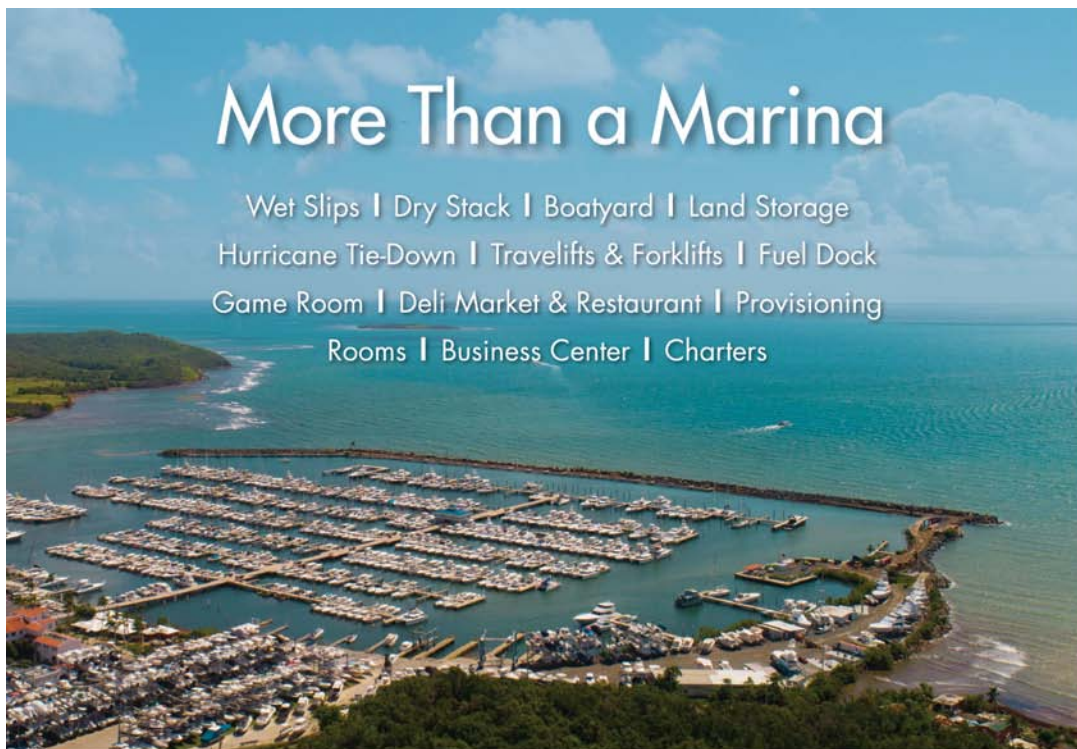
A long plank was bent and attached to skid the boat forward. Three supports replaced those used during the build and then it was time to cut her down. Wood chips flew until the big girl rolled gently onto her side. Holes were dug beneath the keel and more rollers were jammed in.

The all important backhoe was late so everyone waited...and



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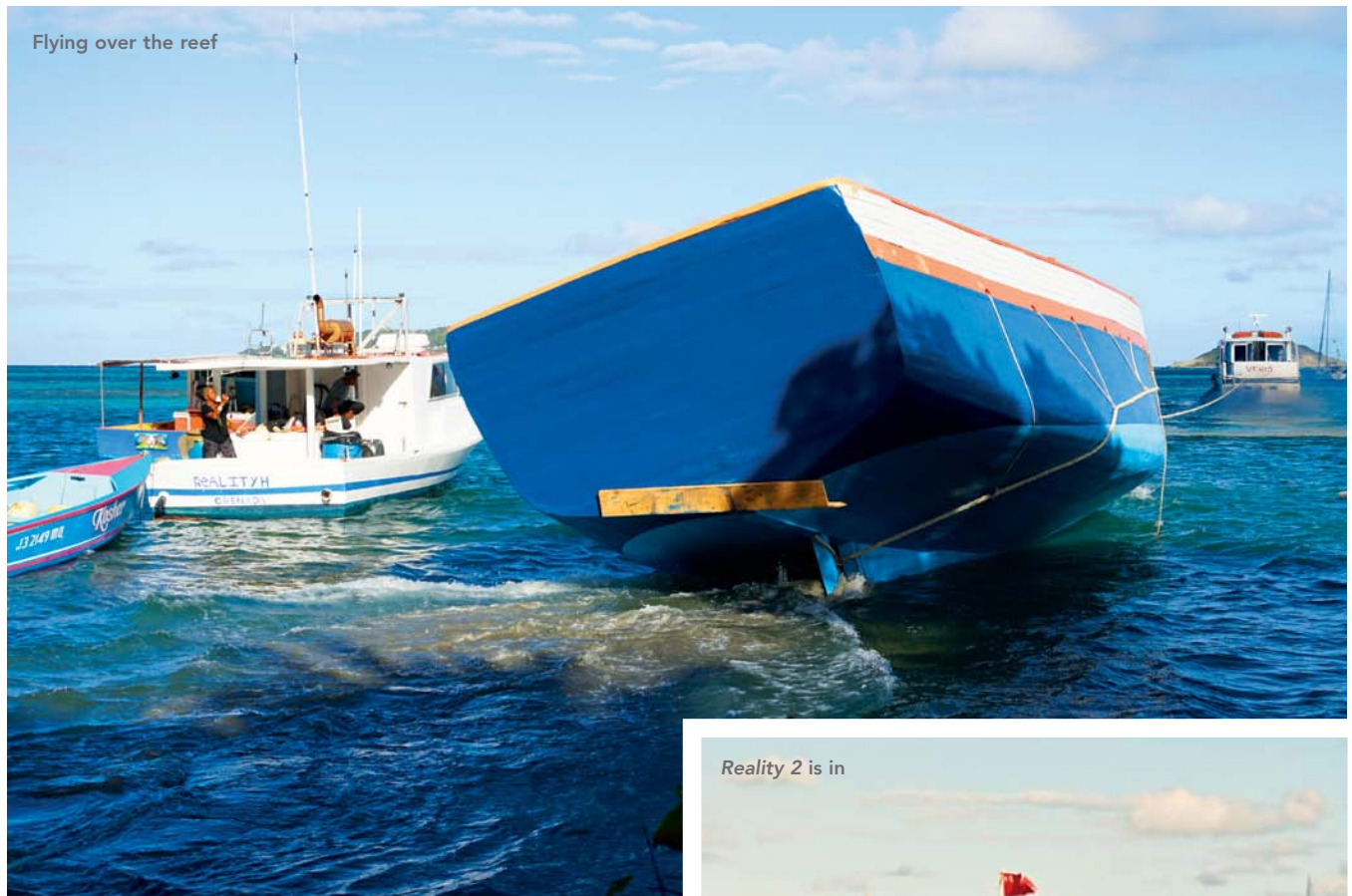
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waited so long, some shipwrights, known as 'old heads,' gave up and left. Just as word leaked- 'there'd be no launch today'- a noise erupted and a yellow machine rumbled in. Driver and crew put it behind *Reality 2*'s stern holding a squashed tire between them. On cue it pushed, and with seemingly little effort, the boat moved forward. Readjustments were made; rollers exchanged places; and she was again coaxed toward the sea. By the time the vessel got to the water's edge, she was aimed toward a stand of mangroves, necessitating a tricky turn to port.

Every break in the action was an intermission; a time to reload drinks, partake of the lavish cook up, and watch the show. Guys dropped the towline down, sending the bitter end through the parting crowd. A squadron of muscle pushed on the starboard side; more pulled the rope, but she wouldn't budge. The yellow hero zipped over, quickly repositioned the vessel, then returned to push from behind. In keeping with the day's theme of 'hurry up and wait,' it ran out of fuel... which caused some fuel line problems...which took a nerve wracking hour to remedy. When the engine roared to life, the fan club cheered, then jumped out of the way.

The towline was led and secured to a steel vessel in deep water



while onshore, the machine sat poised at the stern. Someone shouted, "GO," and the boat shot forward, flying over rollers, the bow momentarily airborne. The tow vessel throttled up and *Reality 2* flew down the beach, over the reef and into deep water. She had so much speed on, white water surrounded her stern. Onshore, the void left filled with cheerleaders chasing her into the sea. Hoots and hollers of disbelief, sounds of pure joy resounded. Carriacou pride was LOUD.

*Reality 2* was launched that day and with her, the hope that Windward's traditions will be part of another generation. 🌊

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# DESTINATION: THE DOMINICAN REPUBLIC

BY CAROL M. BAREUTHER



It's been called the 'Thorny Path'. That is, the route from the Eastern U.S. to Puerto Rico via the Bahamas. The biggest barb on this track is plowing into the prevailing tradewinds off the east coast of the Dominican Republic.

While nothing can change this natural phenomenon, the Dominican Republic in the last few years has more than doubled its number of full-service marinas. These marinas welcome sailors, power boaters, sport fishers and super-yachtsmen alike. These havens aren't the only reason to take a break from the Thorny Path and visit the second largest Greater Antillean island. There's much more.

"Dominican Republic ranks among the most diverse Caribbean countries in geography, nature, and people," says Mag-

aly Toribio, marketing advisor for the Dominican Republic Ministry of Tourism (DRMT), headquartered in the capital of Santo Domingo. "It's landscape ranges from the highest peak in the region, Pico Duarte, to the lowest body of water, Lago Enriquillo. Discovered in 1492 by Christopher Columbus, the country overflows with fascinating history, museums and exciting cultural experiences like music, art and festivals, plus uniquely Dominican specialties such as cigars, rum, chocolate, coffee, merengue, amber and larimar."

## MARINA FACILITIES & MUST-SEE SITES

There are over 16 public and private marinas throughout Dominican Republic, from the north coast of Puerto Plata, to the Samana Peninsula, the Punta Cana shoreline and La Romana



Marina Casa de Campo

to the east and Santo Domingo to the south. What's more, these are easy access to both beautiful beaches, charming towns and in-land roads to explore the country.

#### NORTH COAST & SAMANA PENINSULA

On the north coast, Club Nautico de Montecristi, located 18 miles east from the Haitian border, is a marine naturalist's dream. Here, is the country's largest coral reef at 160-plus square miles and the Dominican Republic's largest booty of submerged treasures with over 260 galleons sunk offshore. East along the Atlantic Coast, Puerto Blanco Marina in Luperón is popular for its Dominican-themed food and dancing nights, while Puerto Plata's Ocean World Marina livens up with a casino and weekly dance show. Further east is the

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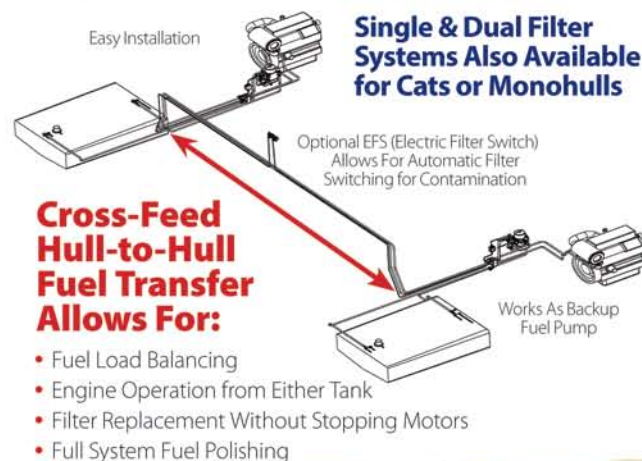
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Samana Peninsula and Puerto Bahia Marina, which are close to popular attractions like Cayo Levantado and Los Haitises National Park. Cayo Levantado is a small picturesque island 3-miles from Samana Bay, where it's fun to swim, sun, kayak, paddleboard and eat fresh fish. Los Haitises National Park's main draw is the magnificent series of nearly 100-foot high rock formations that jut out of the water. The park also boasts extensive mangroves along its bay, cays that are home to multiple bird colonies, and a series of caves known for their petroglyphs and pictographs. From mid-January to March, nearly 2,000 whales migrate through Samana Bay and there's an observatory in Punta Balandra.

### EAST BY SOUTHEAST

World-class marina facilities in Punta Cana and Cap Cana such as the Cap Cana Marina and Marina Puntacana Resort & Club present a world of entertainment, from waterfront fine dining to shopping, fishing to diving excursions, plus movie theaters and bars.

"Punta Cana, La Romana and Bayahíbe, a village founded by fishermen in the 19th century, are recognized sports fishing destinations. These, plus Puerto Plata and Samaná to the



north, all offer the possibility of hooking marlin, barracuda, and dorado or mahi mahi, among others. Fishing tournaments are popular here too, with beachside music and plenty of fresh catch cooked on site," says the DRMT's Toribio.

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Casa de Campo in La Romana is home to the most prestigious of the country's marinas. Marina Casa de Campo, which offers an incredible view along the mouth of the Chavón River where it meets the Caribbean Sea, is notable for its dockside restaurants and shopping plazas.

"The winter season, from late November to April, is the most popular time to visit," says Vilma Nunez, marketing manager for Marina Casa de Campo. "Our marina is one of the most complete in the Caribbean as a whole, plus we have resort facilities available for our visitors. Inside the marina is a supermarket and marine store, as well as our new event facility, the Marina Riverside Center."


This area of the Dominican Republic is also a destination for repairs. For example, IBC Shipyard, located within the Casa de Campo Resort & Villas, offers more than 25 services. These include electronics repair, hull painting, interior and bottom work and marine carpentry. IBC recently acquired a new lift,




and can now hoist boats up to 300 tons, with a 36-foot beam and 14-foot draft.

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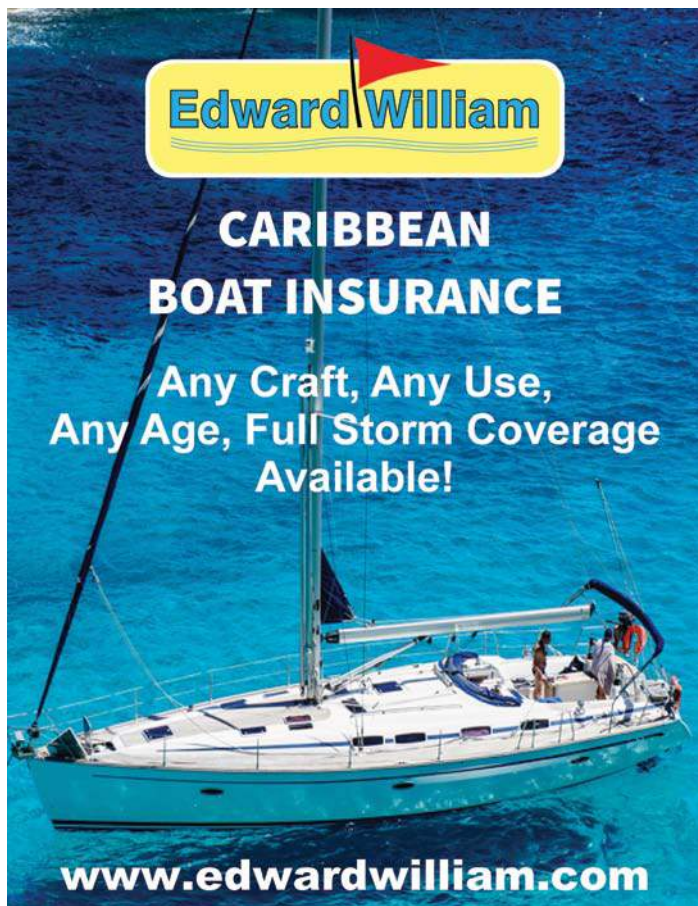
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### **SOUTH COAST & SANTO DOMINGO**

Marina Zar Par is in the beach town of Boca Chica. Twelve miles to the east is Marina Bartolomé Colón, in Santo Domingo. Part of the Sansoucí Santo Domingo Port, this small marina, located at the mouth of the Ozama River, boasts panoramic views of the Colonial City and offers dockage for up to 29 boats and 33 moorings. It's a great spot to explore this historic site and its museums, landmarks, restaurants and cafes. Major marine businesses also base out of the island's capital. One of these is Nautimar.

"Nautimar is the dealer in the Dominican Republic for Boston Whaler, Fjord, Fontaine Pajot (sail and motor yacht catamarans), Jeanneau (sail and powerboats), Prestige, Sea Ray and Worldcat. The main advantage of buying and selling a vessel in the DR is that we have perfect weather year long and diversity of areas for boating," says president, Jose Luis Prida.

Those looking for something smaller need only cruise 16 miles west to San Cristobal. Here Denis Cartier and his team at Abordage craft exquisite model ships in minute detail.

"We build modern and classic models, powerboats or sailing yachts," says Cartier, who started the business when he was asked to build replicas of the Nina, Pinta and Santa Maria to celebrate Christopher Columbus' 500th anniversary of arriving to the New World.

From the north, east or south, the Dominican Republic has become a key yachting destination in the Caribbean.

"The bonus element that keeps sailors, fishermen and yachtsmen coming back is the captivating culture, entertainment and beauty which extends from the marinas inland," says the DRMT's Toribio.





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# SIX PLACES TO SEE SEA TURTLES IN THE CARIBBEAN

BY CAROL M. BAREUTHER

CREDIT: THE ANTIGUA SEA TURTLE PROJECT



Flappy, one of the 30 or so green turtles that live in English Harbour seen eating sea grass

Tales from the 17th and 18th century tell of mariners finding the Caribbean's waters so full of sea turtles that net fishing without snaring one of these beautiful beasts was all but impossible. No longer. Today, all sea turtles are considered either threatened or endangered by the U.S. Endangered Special Act. In the Caribbean, the four most common species are Leatherbacks, Green, Hawksbill and Loggerhead sea turtles. Many islands have active research and protection programs in place, as well as ways for the public to see these charming creatures up close and personal. Here's a sampling of where and when:

**ST. CROIX, U.S. VIRGIN ISLANDS.** The Sandy Point National Wildlife Refuge, located on the island's far southwest corner, is where visitors and locals alike have enjoyed escorted evening tours to see Leatherback turtles for over two decades. On Tuesdays through Saturdays from April 1 to July 15,



St. Croix  
Sandy Point

tour takers patrol the beach for females coming ashore to dig nests and lay eggs. On the same days of the week from June 16 to July 31, the focus shifts to watching for hatchlings to emerge from their nests and crawl to the sea. By day, there are interpretative signs that provide information about the turtles and the refuge itself. [www.fws.gov/refuge/Sandy\\_Point/](http://www.fws.gov/refuge/Sandy_Point/)

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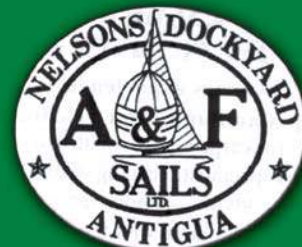
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This is Mr Taylor holding hawksbill hatchlings following a nest excavation in St. Kitts

CREDIT: KIMBERLY STEWART

**ST. KITTS & NEVIS.** Sea turtles nest year-round on the beaches of this two-island country. Specifically, Leatherbacks lay their eggs from February through July with hatchlings emerging through the end of September. Keys and North Friars are the primary Leatherback nesting beaches on St. Kitts. The nesting time for Hawksbills and Greens is March to December, with hatchlings sea bound though the end of February. These two smaller species can navigate rocky coastlines, so they favor the beaches on the Southeast Peninsula and the Caribbean side of the island, with occasional nests on the Atlantic side. "The St. Kitts Sea Turtle Monitoring Network (SKSTMN) offers two types of tours. One is the Leatherback Ecotour, offered from April 1 to June 1, where guests follow the research team on night patrols. The second is a tour with the In-Water Research Team on Sunday mornings, where participants participate in tagging juvenile sea turtles when captured offshore," says director, Kimberly Stewart. The SKSTMN also offers its Sea Turtle Camp in July, for young people ages 9 to 16. [www.stkittsturtles.org](http://www.stkittsturtles.org)

**ANTIGUA & BARBUDA.** Hawksbill, Green, Leatherback and Loggerhead sea turtles are found in waters around these two islands, with all but Loggerheads also nesting on the beaches. "The nesting season is from March to November," says Nathan Wilson, of the Environmental Awareness Group (EAG), of which the Antigua Sea Turtle Project (ASTP) is part. "Occasionally green sea turtles can be spotted coming up for

air in Freeman's Bay, located in English Harbour. Hawksbill turtles tend to nest on Jumby Bay." During the nesting season, the EAG hosts paid tours with one of the ASTP's volunteer patrollers to give visitors an opportunity to see the turtles. [www.eagantigua.org](http://www.eagantigua.org)

**DOMINICA.** You're never far from a potential sea turtle encounter on Dominica. Good spots to see Leatherbacks, Greens and Hawksbills nest are the southeast of the island around Rosalie Bay and to the northeast near Marigot, both between March and August. Greens and Hawksbills also nest on west coast beaches from May to October. "A great resource for turtle watching is the Dominica Sea Turtle Conservation Organization (DomSeTCO)," says Cyrilla Alexis, marketing assistant for the Discover Dominica Authority. DomSeTCO, which is made up of a network of small like-minded groups across the island, has trained guides that can tell more about turtles and take those interested to an active nesting site. [www.domsetco.org](http://www.domsetco.org)



Flappy with Nelson's Dockyard in the Background

CREDIT: THE ANTIGUA SEA TURTLE PROJECT



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CREDIT CARLA DANIEL

Hatchlings in Barbados

**BARBADOS.** This Windward Island is now host to the largest Hawksbill turtle nesting population in the Caribbean. This comes thanks to 30-plus years of work by the Barbados Sea Turtle Project, a conservation and research organization based at the University of the West Indies. "Hawksbills nest on almost every beach on the island between June and November each year, with tens of thousands of baby turtles emerging between August and December," says Carla Daniel, the Project's field director. "Each year there are free public hatchling releases, educational talks, beach walks, clean ups, and internships, as well as volunteer opportunities all posted on our Facebook page ([www.facebook.com/thebstp](http://www.facebook.com/thebstp)). In addition to seeing turtles on the beach, there is also the opportunity to observe juvenile green turtles feeding in the near shore all year round; while swimming or snorkeling or even looking down from a cliff, Daniel adds. [www.barbadosseaturtles.org](http://www.barbadosseaturtles.org)

**GRENADA.** Leatherbacks are the prime subject of turtle watching trips, according to Kate Charles, project manager and marine biologist with Ocean Spirits, a Grenadian NGO that leads turtle research and conservation and reports on this via their website: [www.oceanspirits.org](http://www.oceanspirits.org). "Turtle watching trips to Levera Beach, in the north of the island, begin April 1st of



CREDIT KATE CHARLES

Ocean Spirits, Grenada

each year and are led by a local community group." Levera Beach is closed from 6 p.m. to 6 a.m., from April 1 through August 31, to protect the nesting turtles. Hence, visitors can only visit on a tour arranged through the St. Patrick's Environmental and Community Tourism Organization, the island's leading advocate for Leatherback conservation. Book early as there is room for only 13 people per guide each night. [Spectogrenada.com](http://Spectogrenada.com)

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# PYRAT RUM XO RESERVE

RUM BY CLINT AND TERRY BORAM



We've been waiting for a good time to review a rum that has always been on our boat. Well, it was until we sold our boat a year and a half ago in hopes of downsizing our boating life. Sounded like a good plan at the time. Three surveyed boats later we are finally back on the water and Pyrat Rum XO Reserve was the very first item we put on board.

Pyrat Rum XO was launched in 1997 by Patrón Spirits. Patrón's business model was to act as a third-party company sourcing what they deemed the best rums available and blend-

ing them according to their specifications. Originally Pyrat was produced by the Anguilla Rums Company but has since moved to Diamond Bottling Plant owned by Demerara Distillers Ltd. in Guyana, South Africa. Today Patrón Spirits is a part of the Bacardi International, the largest privately held spirit company in the world.

Pyrat is a blend of Demerara rums sourced primarily from Guyana then blended with rums from various Caribbean producers. Sugar cane is cultivated along the banks of the Demerara River in Guyana and harvested twice a year, extracting



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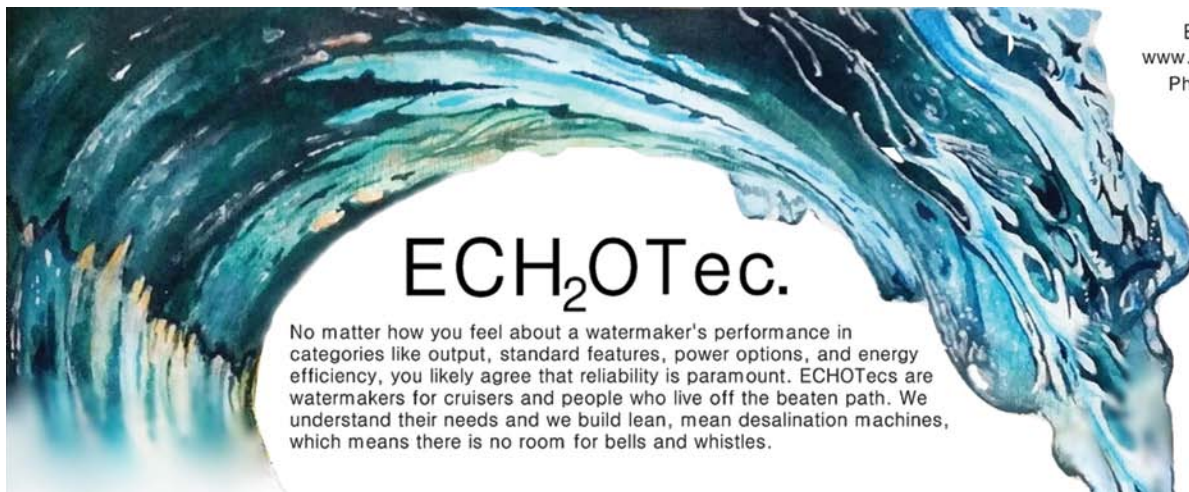
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the juice to produce molasses. The liquid is distilled using traditional pot still methods then aged in both French Limousin oak and toasted American oak barrels.

The rum comes in a squat, corked bottle reminiscent of those used by rum runners and pirates who roamed the Caribbean in the 1800s. Bottles are garnished with a bright orange ribbon around the neck and a medallion featuring Hoti, "The zen patron saint and protector of little children, fortune tellers and bartenders."

**HE SAID**

The nose is slightly sweet with molasses and orange blossom notes. I get the sweetness from molasses on the palate with floral notes and charred oak sitting in the background. As I explore more I find some vanilla and tobacco to round out the palate. Most of these notes dissipate leaving me a distinct charred oak finish. I like how the rum goes from a sweet to slight florals to an oak finish.

**SHE SAID**

The golden liquid coats my glass without much lacing. The nose is overwhelming orange with a hint of light brown sugar. It's not overly sweet or fruity but leads me to expect a sweeter rum. The initial palate is nothing like the nose. There is a distinct alcohol note that quickly bites the back of my throat before settling to a very satisfyingly, warm and creamy finish. When I continue to explore the rum I find orange peel and floral notes but above all there is a creaminess to the rum which reminds me of a lighter rum and Coke. I love how the finish lingers.

**OVERALL**

We began our rum experience early 2000 with Pyrat XO Reserve and it's still one of our go-to rums. At around \$30/bottle it makes a great entry level sipping rum to launch your rum journey.

**3.75 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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# CARIBBEAN MARINAS

All At Sea's Caribbean Marinas Guide

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

			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	<b>Green Cay Marina at Tamarind Reef Resort</b>	340-718-1453	8'	100'	154	●	110/220V - 30A, 50A, 200A	●	●	●	●	●	●	●	●	16	FREE
St. Croix	<b>St. Croix Marine</b>	340-773-0289	11'	150'	44	●	110/220	●	●	●	●	●	●	●	●	16/18	
St. Lucia	<b>Rodney Bay Marina</b> www.igy-rodneybay.com an IGY destination™	758-458-7200	14'	285'	253	●	120V- 480V, 30/50/100/125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	●	●	●	●	●	●	●	●	16	FREE
St. Lucia	<b>The Marina at Marigot Bay</b>	758-451-4275	16'	250'	40	●	110/220/380, 50/60 Hz	Cable	●	●	●	●	●	●	●	16/12	●
St. Maarten	<b>Bobby's Marina</b> www.bobbysmarina.com	721-542-2366	12'	130'	80	●	110/220V		●	●	●	●	●	●	●	16/69	●
St. Maarten	<b>Island Water World Marina</b>	599-544-5310	8'	70'	47	●	110/220V, 60Hz		●	●	●				●	74	FREE
St. Maarten	<b>Lagoon Marina Cole Bay Waterfront</b>	599-544-2611	9'	100'	45	●	110/220	●		●	●	●	●	●	●	16	FREE
St. Maarten	<b>Simpson Bay Marina</b> www.igy-simpsonbay.com an IGY destination™	721-544-2309	13'	196'	114	●	480V 3-phase 100 amps/leg; 220V 3-phase 100 amps/leg; 220V 50 amps; 110V 30 amps 60hz	●	●	●	●	●	●	●	●	16/79A	FREE
St. Maarten	<b>The Yacht Club at Isle de Sol</b> www.igy-isledesol.com an IGY destination™	721 544 2408	18'	320'	45		480V 3-phase 100 amps/leg; 220V 3- & single-phase; 100 amps/leg; 220V 50 amps 60hz	●	●	●	●	●	●	●	●	16/78A	FREE
St. Thomas	<b>American Yacht Harbor</b> www.igy-americanyacht-harbor.com an IGY destination™	340-775-6454	10'	110'	134	●	120/208Y/240 VAC 30 to 100 amps, 60 Hz	Cable	●	●	●	●	●	●	●	16/6	FREE
St. Thomas	<b>Crown Bay Marina</b> www.crownbay.com	340-774-2255	24'	200'	99	●	30, 50, 100amp 120v, 208v, 220v, 480v	Cable	●	●	●	●	●	●	●	11	FREE
St. Thomas	<b>Yacht Haven Grande</b> www.igy-yachthaven-grande.com an IGY destination™	340-774-9500	18'	656'	48	●	120/208Y/240/480Y VAC 50 to 600 amps, 60 Hz Ability to hard wire	Cable	●	●	●	●	●	●	●	16/10	FREE
Tortola, BVI	<b>Nanny Cay Marina</b>	284-494-2512	12'	125'	200	●	110/220		●	●	●	●	●	●	●	16	●
Tortola, BVI	<b>Soper's Hole</b>	284-495-4589	25'	170'	50	●	110/240	Cable	●	●	●	●	●	●	●	16	Cafe
Tortola, BVI	<b>Village Cay Marina</b>	284-494-2771	12'	200'	106	●	110/220/308	Cable	●	●	●	●	●	●	●	16/71	FREE
Trinidad	<b>Power Boats Ltd</b>	868-634-4346	13'	65'	40	●	115/220		●	●	●	●	●	●	●	72	●
Turks & Caicos	<b>Caicos Marina &amp; Shipyard</b> www.caicosmarina.com	649-946-5600 649-232-1905	9'	150'	100+	●	30/50/100 amp		●	●	●	●			●	16	FREE
Virgin Gorda	<b>Virgin Gorda Yacht Harbour</b>	284-495-5500	10'	180'	94	●	110/220		●	●	●	●	●	●	●	16/11	●
Colombia	<b>Marina Santa Marta</b> www.marinasantamarta.com an IGY destination™	+574363601	11.5'	132'	256	●	110/220V, 60hz		●	●	●	●	●	●	●	16/72	FREE

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

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# CARIBBEAN BOATYARDS

## All At Sea's Caribbean Boatyards Guide




		Latitude	Longitude	Phone Number	Maximum Draft	Maximum Length	Maximum Beam	Maximum Air Draft	Power Supply	Arrival Hours	Lift 1 Type / Capacity (Tons)	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facilities
Antigua	Jolly Harbour Marina / Boat Yard	17 04 46.4 N	61 54 37.0 W	(268) 462-6041	13'	80'	19'	no limit	110/220	8am-5pm	70	•	•	•	•	•	•	•
Antigua	North Sound Marine	17.1167	-61.7500	(268) 562-3499 \ (268) 764-2599	15'	no limit	31'	no limit	Anything	24x7	150	•	•	•	•	•	•	•
Aruba	Varadero Caribe	12 32 N	70 02 W	297-588-3850	8'	120'	45'	no limit	50/30 amp	8am-5pm	60	•	•	•	•	•	•	•
Freeport, Grand Bahamas	Bradford Marine Bahamas	26' 31.189 N	78' 45.566 W	242-352-7711	35	400	50	no limit	30/50/100/480	24/7	150	•	•	•	•	•	•	•
Tortola, BVI	Nanny Cay Hotel & Marina	18 25 0 N	64 37 0 W	(284) 494-2512	11'	160'	45'	no limit	110v 30amp/220v 50amp/ 3phase 100 amp	7am-6pm	70	•	•	•	•	•	•	•
Tortola, BVI	Soper's Hole	18°23' 46"	-64° 41' 53"	(284) 495-3349	7'	65'	18' and 40'	no limit	110/220	8-5, Mon-Sat	45	•	•	•	•	•	•	•
Tortola, BVI	Tortola Yacht Services	18 25 N	64 37 W	(284)-494-2124	10'	68'	20'	no limit	220V, 50A, 110V, 30A	7-4, 7days	70	•	•	•	•	•	•	•
Virgin Gorda, BVI	Virgin Gorda Yacht Harbour	18.45222	-64.43750	284-495-5318	10	150	34	no limit	110/120	7am-6pm	70	•	•	•	•	•	•	•
Curaçao	Curacao Marine	12° N	68° W	599 9 562-8000	9'	120'	33'	193	110/220 380	8am-5pm	60	•	•	•	•	•	•	•
La Romana, D.R.	IBC Shipyard	18° 23' 55" N	68° 53' 55" W	+809 449 3321/3323	12'	110'	26'	no limit	110/220 3 phase 100/50/30 amp	8-5 M-F	120	•	•	•	•	•	•	•
Grenada	Clarks Court Boat-yard & Marina	12° 00.6' N	061° 44.0' W	473-439-3939	11'	150'	37'	0	110/220; 50Hz	7:30am-4:30pm	242	•	•	•	•	•	•	•
Grenada	Grenada Marine	12° 01:20	61° 40:42	00-1-473-443-1667	12'	75'	31.5'	0	110/220	8-5, M-F; 8-12, Sat	70	•	•	•	•	•	•	•
Grenada	Spice Island Marine Services	12.041 N	61.45 W	473-444-4257	12'	70'	25.4'	0	110/220	8-4 M-F	70	•	•	•	•	•	•	•
Panama	Bocas Yacht Services	09° 17.3' N	082° 23.06 W	507-6619-5601	10'	65'	20'	no limit	120/220	7:30-3:30pm	60	•	•	•	•	•	•	•
Panama	Shelter Bay Marina	09° 22' 12" N	79° 56' 51" W	507-6813-5327	11'	100'	28'	no limit	60 HZ, 120/240V 50-Amp, 100 Amp Single Phase, 208V and 480V Tri Phase	24x7	100	•	•	•	•	•	•	•
Puerto Rico	Varadero @ Palmas	18 04' 37" N	65 47' 57" W	787-656-9211	11'	110'	26'	no limit	50/30 amp	8-5, 7days	110	•	•	•	•	•	•	•
Puerto Rico	Puerto Del Rey Marina	18° 17.3 N	65° 38 W	787-860-1000	15'	150'	33	no limit	120/208V single & 3 phase; 30, 50, 100 & 200 amps; 60 Hz	8am-5pm	155	•	•	•	•	•	•	•
Sint Maarten	Megayard	18°02' 13.24 N	63°05' 08.52 W	1-721-5444-060	12'	200'	33'	12'	110/220	8-5 M-F	150	•	•	•	•	•	•	•
St. Lucia	Rodney Bay Marina an IGY destination	14°04 '32.72" N	60°56 '55.63" W	758-458-7200	11'	75'	28'	no limit	120V- 480V, 30/50/ 100/125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	8am-5pm	75	•	•	•	•	•	•	•
St. Croix, USVI	St. Croix Marine	17° - 45' N	64° - 42' W	340 773-0289	11'	68'	13'-8"	no limit	110v 30amp; 220v 50amp; 3 phase 100amp	8-5, Mon-Sat	60	•	•	•	•	•	•	•
St. Kitts	St. Kitts Marine Works	17° - 20.3' N	62° - 50.1' W	1-869-662-8930	12'	120'	35'	no limit	110/220/3 phase 100amp	7-4 M-F	150	•	•	•	•	•	•	•
St. Thomas, USVI	Subbase Drydock	18 N	65 W	340-776-2078	16.5'	190'	50'	no limit	440 three phase/220/110	8-5, Mon-Sat	1000	•	•	•	•	•	•	•
Turks & Caicos	Caicos Marina & Shipyard	21.45.57N	72.10.47W	649-946-5600	9	150			30/50/110 amp	24x7	75	•	•	•	•	•	•	•

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# SOUTHEAST U.S. MARINAS

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

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Marinas Guide

					Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF	Channel	Wireless Internet	
Washington D.C. / MD	VA MD	<b>National Harbor Marina</b> www.igy-nationalharbor.com an  IGY destination™	301-749-1582	Call	160'		●	30/50/100 single and 3 phase		●	●	●	●	●	●	●	●	71/16		●	
Beaufort	NC	<b>Jarrett Bay Boatworks</b>	252-728-7100	10'	135'	30	●	30/50/100 Amp			●	●	●				●	16		FREE	
Fort Pierce	FL	<b>Fort Pierce City Marina</b>	772-464-1245	7'	150'	240	●	30/50/100 Amp			●	●	●	●	●	●	●	16/78		FREE	
Miami Beach	FL	<b>One Island Park</b> www.igy-miami.com an  IGY destination™	754-701-4020	40'	150- 800'	8	●	100 single & 3 phase/ 200/480/600 Amp			●	●		●	●		●	11/16		FREE	
Marathon	FL	<b>Marlin Bay Yacht Club</b> www.marlinbay.com/marina	305-731-2207	7'	60'	28	●	30/50 Amp					●				●	16		FREE	
St Petersburg	FL	<b>Maximo Marina &amp; Boatyard</b> www.igy-maximomarina.com an  IGY destination™	727-867-1102	8'	110'	300	●	30/50/100 single phase		●	●	●	●	●			●	●	6/16		FREE

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# SOUTHEAST U.S. BOATYARDS

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					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	<b>Jarrett Bay Boatworks</b>	252-728-2690	10'	130'	30'		no limit	30/50/100 Amp	24x7	50/75/200 ton travelift	•	•	•	•	•	•	
Thunderbolt	GA	<b>Thunderbolt Marine Inc.</b>	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	<b>Catamaran Boatyard &amp; Storage</b>	305.852.2025	5'	80'	27'4"			220V, 100 Amp	M-F	80 tons		•		•	•	•	
Fort Lauderdale	FL	<b>Bradford Marine Inc.</b>	954-791-3800	11'	180'	35'	55'		208v/240v/480v	24/7	300 ton Syncrolift	•	•	•	•	•	•	•
Fort Lauderdale	FL	<b>Cable Marine</b> (1517 SE 16 St Location)	954-462-2822	6'	60'	16.5	25'		110/240	8-4:30	40 ton			•	•		•	
Fort Lauderdale	FL	<b>Cable Marine</b> (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	<b>Progressive Marine Service/Boat Yard</b>	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	<b>Maximo Marina &amp; Boatyard</b> 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	<b>Saunders Yachtworks</b>	251-981-3700	10'	130'	28'	74'		30/50/100 Amp 3 phase	24x7	165 ton travelift		•	•	•	•	•	
Mobile	AL	<b>Dog River Marina</b>	251-471-5449	8'	85'	22.5'	75'		30/50/100 Amp 3 phase	24x7	70 ton travelift		•	•	•	•	•	
Orange Beach	AL	<b>Saunders Yachtworks</b>	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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**VIEQUES, PUERTO RICO.** Enjoy expansive views to the south of Esperanza and the Caribbean Sea, especially from the upstairs veranda, of this 3-acre compound. Vista Linda, located in the hills of Pilon, is a 5 BR/4 BA property with 3 kitchens, a billiard room, great room, and 40x20 pool with tiled deck. A separate 1 BR/1 BA casita has its own living room, dining room and kitchen. The property has been very popular for short term rentals for large groups. Price: US \$1,690,000

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**ST. CROIX, USVI.** Charming 1 BR/1 BA condominium at the Reef Condominiums on the island's enticing east end, which look directly over at Buck Island. Exquisite outdoor entertaining areas, fully remodeled bathrooms and kitchen. Move in ready! This complex has it all – 9-hole golf course, tennis, beach, beachfront restaurant, bakery/coffee shop and sea view lap pool. Price: US \$176,000

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**ST. THOMAS, USVI.** Direct walk in upper level condo at Point Pleasant Resort with wrap around porch offering expansive views. Renovated and turnkey condition. Part of the rental program giving the opportunity for immediate income. No better investment option on St Thomas. Price: US \$269,900

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Sailing photos by Laurens Morel, Salty Colours

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**ST. JOHN, USVI.** Beautiful North Shore ocean views from this downhill build parcel. Spectacular, expansive vistas of the BVIs include Jost, Sandy Cay, Tortola, Virgin Gorda & Peter Islands. Coral Bay Harbor, Hurricane Hole & East End St John are also part of the landscape enjoyed from this site near picture-point high Bordeaux Mountain. Easy, fully paved access to the lot. Close to shopping & restaurants. Topo included with purchase. Price: US \$195,000  
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**ST. GEORGE'S, GRENADA.** Located footsteps from one of the island's best beaches, this property boasts stunning ocean views. The 3 BR/3.5 BA beach front, well-maintained home features a kitchen with breakfast area and an open plan living room and dining room, which leads to a covered terrace with additional outdoor dining space. The terrace leads to a large pool, which also enjoys beautiful views of the ocean. Additional features: 12K gallon water tank, 110/220v electricity, invisible pet fence. Price: US \$800,000  
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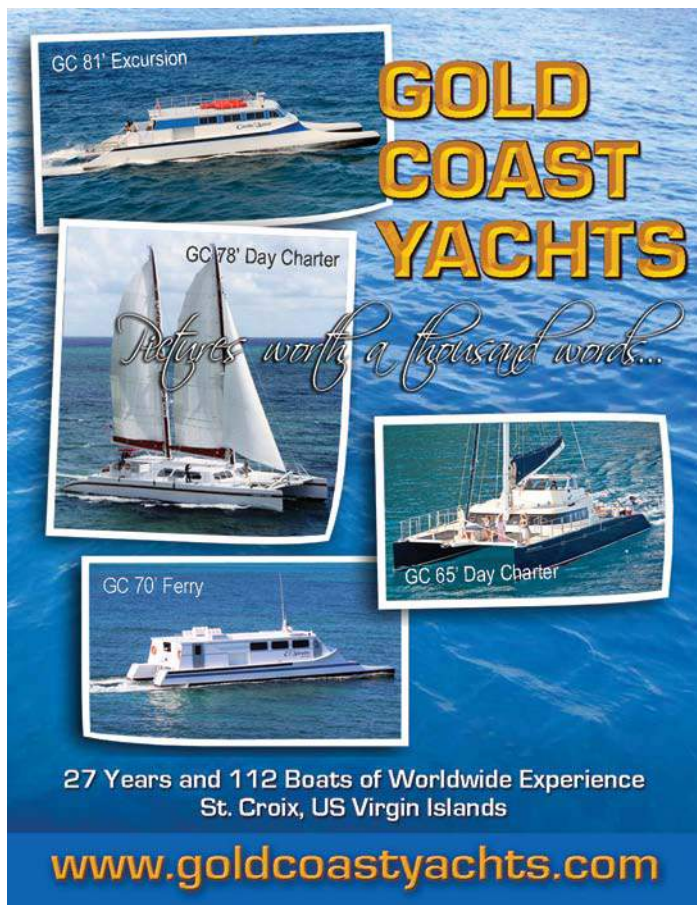


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# CARIBBEAN COOKING: NOURISHMENT AND PUNISHMENT

CARIBBEAN RECIPES BY CAP'N JAN ROBINSON

Incredible seasonal recipes to make in May! While writing this, me, like most of us are "quarantined". This is a challenging time for everyone as we all navigate our way through the Coronavirus crisis. But, as Nobel Prize-winning philosopher Albert Camus once said, "In the depth of winter I finally learned that there was in me an invincible summer." Hopefully for us, that will start in Spring. Meantime, enjoy these easy-to-prepare healthy recipes.

## QUARANTINI 'NOURISHMENT & PUNISHMENT'

Preparation time: 2 minutes. Serves: 1

**Chilled martini glass**

**Ice**

**Vodka**

**Kombucha (flavor or your choice)**

**Vitamin C - Slice of orange**

Fill martini glass with ice, add vodka and kombucha. Add orange slice. Enjoy!

## GRILLED SWORDFISH WITH PINE NUTS

Preparation time: 10 minutes. Cooking time: 10

Sitting time: 30 minutes. Serves: 4

**Oil for grill**

**½ cup + 2 Tbsp extra  
virgin olive oil**

**3 Tbsp. pine nuts**

**4 (6 oz.) swordfish steaks,  
about 1" thick**

**½ tsp. honey**

**GARNISH: 4 small sprigs of oregano.**

**½ cup red wine vinegar**

**2 Tbsp. drained capers,  
finely chopped**

**1 Tbsp. finely chopped  
oregano**

**Kosher salt, freshly  
ground pepper**

Heat oven grill to 400°F or prepare a grill to medium-high heat; lightly oil grate. Toast pine nuts in a dry small skillet over low heat, shaking often, until golden, about 3 minutes. Remove from heat and set aside for serving.

Pat swordfish dry and season all over with salt and pepper. Place on a baking sheet and let sit at room temperature about 15 minutes.



Meanwhile, in a small bowl, whisk vinegar, capers, chopped oregano, honey, and ½ cup oil to combine; set marinade aside.

Just before cooking, rub swordfish all over with 2 Tbsp. oil and grill, undisturbed, about 4 minutes. Carefully turn over and cook on other side until fish is opaque all the way through, about another 4 minutes. Transfer to warm platter; top with oregano sprigs. Pour reserved marinade over fish and let sit at least 15 minutes and up to 1 hour. When serving, scatter reserved pine nuts over. Fish can be served over quinoa, rice, sautéed spinach or your choice!

## BLACK BEAN & CHIA TACOS WITH AVOCADO & RED ONIONS

Preparation time: 30 minutes.

Cooking time: 10 minutes. Serves: 4

**2 cans (15.5 oz. each) black  
beans, rinsed and drained**  
**1 medium carrot, peel and  
shredded (about ½ cup)**  
**1 tsp. chili powder**

**¼ cup chia seeds**

**2 eggs, lightly beaten**

**Sea salt and freshly  
ground pepper**

**4 Tbsp. extra virgin olive oil**

**SIDE DISHES:**

**Cooked Brown rice**

**Sliced avocado,**

**Thinly sliced red onion**

**Warmed Organic**

**Whole Wheat tortillas**

**Lime wedges**

In a bowl mix black beans, carrot, chili powder, oregano, chia seeds, and eggs. Season generously with salt and pepper; stir until thoroughly combined. Heat oil in a large skillet over medium to low heat. Add black bean mixture and cook, undisturbed, until bottom forms a browned crust and most of oil is absorbed, about 10 minutes. Mix and let mixture heat through.

Put black bean mixture, brown rice, avocado, and onion in separate bowls, along with heated tortillas. To serve: Place each ingredient: a spoonful of black bean mixture, rice, avocado, and onion, along center of tortilla, squeeze lime juice over. Wrap and eat!!



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