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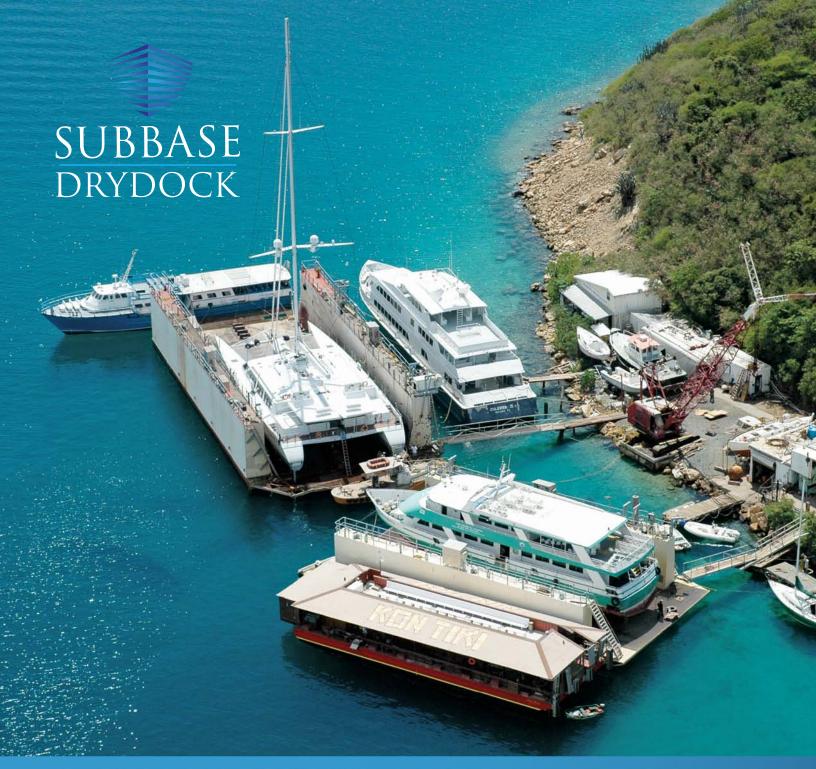


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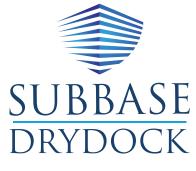
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COVER SHOT: Two young women from Antigua, Alesea Charles, and Junella King, will be crew members aboard the 58-foot ocean racing yacht, *Maiden*, when it departs in January 2022 from Dubai, UAE, on a continuation of its world tour as a global ambassador to raise funds and awareness for the empowerment of girls through education. www.themaidenfactor.org

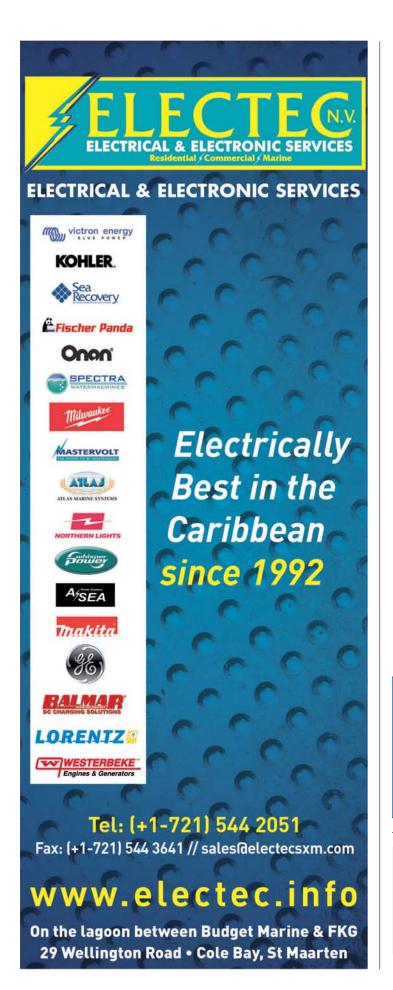
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### **Publisher: CHRIS KENNAN**

publisher@allatsea.net

#### Editor:

editor@allatsea.net

### **Art Director:**

#### **AMY KLINEDINST**

amyk@allatsea.net

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

### **Client Relations:**

#### **NICOLE KENNAN**

nicole@allatsea.net

### **Accounting, Subscriptions:**

accounting@allatsea.net

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### ANTIGUA'S CHARLES AND KING TO CREW ABOARD **MAIDEN FOR WORLD TOUR**

Two young women from Antigua, Alesea Charles, and Junella King, will be crew members aboard the 58-foot ocean racing yacht, Maiden, when it departs in January 2022 from Dubai, UAE, on a continuation of its world tour as a global ambassador to raise funds and awareness for the empowerment of girls through education. Dubbed The Maiden Factor, the project is the brainchild of the UK's Tracy Edwards. Edwards and her team aboard Maiden were the first all-female crew to successfully complete the 1990 Whitbread Round the World Race. The fact made Edwards the first female winner of the Yachtsman of the Year Trophy and earned her an MBE (Most Excellent Order of the British Empire) awarded by Queen Elizabeth II. Since then, she has restored the iconic yacht and launched the charitable, The Maiden Factor Foundation, which started a three-year world tour that came to a halt due to the pandemic in early 2020. Before that, Maiden sailed over 33,000-miles, visiting 23 destinations in 12 countries flying the flag for education for girls. The January 2022 launch, with Charles and King aboard, is a continuation of Maiden's charity tour.

"We ran a Mile Builder program on our previous tour and took young up-and-coming female sailors on legs of the tour where they could notch up miles and be mentored by the skipper and crew. We also worked with and supported the National Sailing Academy in Antigua. So, when we decided that, due to COVID restrictions, we would have three fulltime paid apprentices each year of the tour, we asked various sailing academies and schools to nominate girls for the new program. We chose Alesea and Junella as we felt they would benefit from being on Maiden," says Edwards.

Charles, age 20, learned to sail at Antigua's National Sailing Academy (NSA) and has since attained an impressive number







### OCEAN CRAFT MARINE AND ELKHORN MARINE CONSERVANCY COMBINE TO HELP ANTIGUA'S CORALS







Ocean Craft Marine (OCM) came to the rescue in October when the Annapolis, MD, USA-headquartered manufacturer of a 32-foot amphibious craft assisted the nonprofit Elkhorn Marine Conservancy (EMC) to restore degraded coral reefs on Antigua and establish new coral nurseries around the island.

"Thanks to several generous donors, a dedicated team of scientists, board members, advisors, and volunteers, the EMC's first underwater coral nursery is now in place," says Arthur Gosnell, an OCM customer and noted conversationalist. "I was proud to donate my OCM Amp 9.8 to the EMC team in assisting them with such an important ecological project."

The EMC team collected fragments from 36 genetically distinct corals and hung them on one of their 42 nursery structures. Following the height of Antigua's hurricane season, the team will be establishing a second nursery near Green Island's Ten Pound Bay to serve as the project's demonstration and education site. The corals will grow in the nursery for 8-12 months before being replanted onto degraded reefs.

"Ocean Craft Marine is proud to play any role in a project that is contributing to the health of our oceans and marine environments. It is our passion to support marine teams in completing their mission," says Todd Salus, OCM vice president.

The OCM Amp 9.8 combines the unparalleled on-water performance of a professional-grade OCM Rigid Hull Inflatable Boat with the outstanding on-land capabilities of the BAS-80-4 4WD amphibious system. *ocmamp.com*, www.emcantigua.org

of miles and courses. King, age 21, started sailing at the NSA at age 15, become a qualified RYA dinghy sailing instructor, then was an alternate for the Team Antigua Island girl rowing team in the Talisker Whiskey Atlantic Challenge 2018, after which she obtained her Day Skipper license on the Isle of Wight in the UK in 2019, raced one-design IC37s in Newport, and most recently participated in the Stars Sailing League on an RC47 in Switzerland.

Maiden's new itinerary calls for her to be in Antigua for the winter season of 2022/2023, where there will be fundraising events, sailing programs for girls, and visits to the vessel available to the public barring continued pandemic restrictions. To follow Maiden's voyage, visit www.themaidenfactor.org

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For more than 50 years, Hurricane Hole Marina has been a favorite destination for yachts cruising in The Bahamas. Now, with a world-class redesign, the newly redeveloped Hurricane Hole Superyacht Marina at Paradise Landing, on Paradise Island in Nassau, will soon become the most exclusive berth in the Caribbean. What's more, Paradise Landing itself is also being reborn.

Demaro Demeritte



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"Envisioned by an international team of development experts, architects, and designers, the renowned yachting destination has been fully reimagined. Paradise Landing will include luxury dockside residences, world-class retail, fine dining, and extensive amenities designed for owners, guests, and yacht crew," says David Kosoy, executive chairman and founder of Sterling Global Financial, the project's developer, manager, and owner.

Installation in November of 2,580 feet of deep-water floating docks signaled another major step towards the five-star marina's early 2022 reopening. Stretching almost half a mile along the marina's promenade, the 10' x10' deep-water floating docks, custom manufactured in Jacksonville by Bellingham Marine, are designed and built to handle tidal changes and provide optimal flexibility for superyachts, sportfishing boats and smaller craft by adjusting to water levels and providing consistent access to vessels. During hurricanes, the flexibility of floating docks reduces the likelihood of damage, compared to the storm-related vulnerability of stationary docks.

**Demaro Demeritte**, most recently dockmaster of Palm Cay Marina and a veteran of The Bahamian yachting and water sports industries who holds three classes of captain's operator licenses, is the new Hurricane Hole Superyacht Marina general manager.

"Demaro is not only beloved throughout The Bahamas, but he is also exceptionally qualified and widely respected in the marine industry," says Khaalis Rolle, president of Sterling Advisory Services and former Bahamas Minister of State for Investments. "We're thrilled to have him on board overseeing our spectacular new marina and are confident his crew will be well prepared to warmly welcome guests to our iconic destination in time for the winter yachting season." paradiselanding. com/the-marina/



### HONDA MARINE INTRODUCES SMART BOATING APP HONDALINK MARINE

Smart boating just got easier. In September, Honda Marine released its HondaLink Marine. Designed to utilize long-term evolution (LTE) and satellite data, this new integrated smartphone application provides boat owners with complete, re-

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"HondaLink Marine promises to have a significant impact on connectivity in the marine marketplace, putting smart boating into the hands of boat owners," said Kevin Lu, Product Planning, Honda Marine. "While the HondaLink® Marine system will be available for purchase in the United States to start, subscribers who travel and spend time on excursions in the Caribbean, for example, wherever they have cell reception, still can stay connected and benefit from the app's comprehensive functionality."

Honda Marine, headquartered in Alpharetta, GA, USA, is the first marine outboard manufacturer to offer its own comprehensive, connected services boat management app, usable, compatible, and customizable with any boat size powered by National Marine Electronics Associations 2000® certified engines. HondaLink Marine will be available in early spring 2022, with details about pricing and subscription parameters available at that time. marine.honda.com

INDUSTRY VETERAN ANTHONY RAMESHAR **HEADS UP WAYPOINTS YACHT CHARTERS BVI BASE** 

Anthony Rameshar traveled from Guyana to the BVI nearly thirty years ago to work with a small charter company. This fall, with his considerable experience and excellent reputation for customer service and yacht maintenance, Rameshar was named base manager of Waypoints Yacht Charters in Tortola, BVI, and partner. The Annapolis, MD, USA-headquartered company opened its BVI base in November. This location

> joins the company's other bases in Annapolis and St. Petersburg, FL, USA.

"My goal at Waypoints BVI is to work in a partnership with our yacht owners to ensure they are happy they chose Waypoints BVI to partner with. I also want our guests to feel they are part of our Waypoints family and to make their stay on board as comfortable and relax-

ing as possible. I want them to continue to choose Waypoints BVI to charter with in the future. I am excited to be part of a team that aims to provide an exceptional experience to both our owners and guests," says Rameshar.

Waypoints Yacht Charters offers boutique charter experiences with new-model, privately-owned sailing monohulls, sailing catamarans, and motor yachts, from leading manufacturers such as Fountaine Pajot and Dufour. waypoints.com



SUPERYACHTS WITH GUESTS WELCOME TO **OPERATE IN THE DOMINICAN REPUBLIC** 

Chartering for foreign-flagged yachts is legal and permitted in the Dominican Republic (DR) and there is no VAT fee involved. There are only the regular clearance fees to pay at the ports of entry to local authorities, according to Wendy Morales, who with her husband Miguel, supports yachts professionally with their business, Dominican Republic Yacht Service, located in La Romana.

"This beautiful historic island is synonymous with exclusivity, luxury, and privacy. The selling points of the Dominican Republic for operating a charter yacht include a network of modern marinas, nine international airports, bespoke 'jet to yacht' solutions, world-class resorts, and many choices for crew getaways," says Morales.

To set up a yacht charter business in the Dominican Republic, an operator needs to hire a legal firm to create a Dominican company and obtain an RNC or tax ID as a Nautical Commercial Tour operator. Then, request a Nautical Commercial Tour operator license from the Ministry of Tourism.

"Our company has been in operation here in the Dominican Republic for 10 years, and as such, we have the ability and knowledge to create a solid base of operations here for any foreign charter company," says Morales. www.dominican republicyachtservices.com

Anthony



### DECEMBER 2021 EVENTS



### **DECEMBER 4 - 5:**

### La Course de l'Alliance.

The St. Maarten Yacht Club hosts the 18th edition of this regatta that sees the fleet race from Simpson Bay to Oyster Pond the first day and the reverse route the second day. "Unfortunately, there are still (COVID-19) restrictions to race to different islands which means we can't include overnight stops at St. Barths and Anguilla this year as in the original set up of this event," says Saskia Revelman, the Club's sailing school manager, sailing instructor, and event manager. "The event's charm is that a lot of the competitor's families enjoy going to the Oyster Bay Beach Resort to join the racers for happy hour, dinner, and the overnight stay in the beautiful hotel." Ten boats were registered by late October. The race committee prom-



### DECEMBER 10-12: CARIBBEAN FOILING CHAMPIONSHIPS.

Hosted out of Orient Bay, St. Martin, this second annual event adds a new discipline: a Wingfoil Race Class. "We believe that foiling is intended to promote interest, excitement, and engagement in the sport. It caters not just to Olympiclevel sailors but a broad array of participants. We are here to promote foiling on beautiful St. Martin and that is why we added a Wingfoil Race Class to the Event," says Sacha van der Wouden, event co-founder. Since World Sailing is still developing an official wingfoil race format, this year will feature one race class with all levels in the same group, van der Wouden underscores that the Championships welcome everyone, meaning Kitefoilers, Windfoilers, and Wingfoilers as well as Professionals, Rising Stars, and Amateurs. Spectating should be spectacular ashore as well. caribbeanfoiling.com

ises challenging racecourses for race boats and spectacular courses around landmarks for cruising and multihull classes. www.smyc.com/coursedelalliance



### **DECEMBER 11:**

### San Juan Christmas Boat Parade.

Power and sail, monohull and multihulls deck their bows with lights, merry decorations, and costume-clad crew for this annual event, held in Bahia Urbana in Old San Juan. The promenade here is also the best place to spectate and get into the spirit of the holiday season. "We are expecting a great turn-out for this beloved event," says Marely Gutierrez of International Events, who organizes the event for Club Nautico de San Juan. clubnauticodesanjuan.com

### **DECEMBER 18:**

### North Sound Open Fishing Tournament.

Organized in conjunction with the BVI's Virgin Gorda Fishermen Cooperative and the Leverick Bay Resort and Marina, this inaugural tournament features an 8 a.m. Bimini Start and 5 p.m. weigh-in. "The format is winner-take-all, the biggest fish either Tuna, Mahi, or Wahoo wins. The fish goes on the grill,







### DECEMBER 31: OLD YEAR'S NIGHT PARTY.

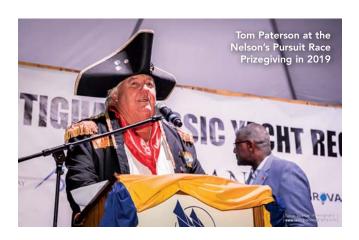
Planning is underway for this iconic event at Foxy's Tamarind Bar on the BVI of Jost Van Dyke. "Our theme this year is Under the Sea and as usual we hope patrons will come dressed appropriately - as groupers, jellyfish, starfish, or whatever swims, crawls, or slithers around the seafloor," says Tessa Callwood, best known as Foxy's other-half. Incredible themed props, a VIP Upper Crust Dining Experience, and an all-around great party are on tap. foxysbar.com

and the angler takes all the winnings," says Thomas Warner, organizer, and operations manager at Blunder Bay Marina. Registration takes place at Leverick Bay's Jumbie's Beach Bar on December 17 at 6 p.m. The entry fee is \$300. Blunder Bay Marina will offer dockage, and food, drink, music, and a free launch to and from Leverick Bay Marina on the evening of the 18th. Contact the BVI Department of Fisheries in advance for safety requirements at fisheries@gov.vg or call (284) 468-6123.

### **DECEMBER 31:**

### **Nelson's Pursuit Race.**

This Antigua Yacht Club-hosted race commemorates Lord Nelson's pursuit of the French fleet across the Atlantic, tell organizer Tom Paterson, the AYC's dock master. "All yachts are welcome. Jib and main only. It's a pursuit race, so the slowest boat goes first. Some boats come out in period clothing. Everyone gets a prize of rum," says Paterson. The spectatorfriendly course is visible from Shirley Heights or Fort Charlotte. www.antiguayachtclub.com





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ne of the most painful aspects of world cruising is clearing-in and clearing-out-often so unnerving that I avoid it whenever possible. For example, if I leave St. Thomas for the States, I have to sail directly to an official port of entry on the East Coast and clear in. Often, they aren't used to dealing with yachts. They might make a big deal of it—even bring the sniffer dogs and other cop-stuff they want to learn how to use or show off. This can take a lot of time. Instead, I sail from St. Thomas to San Juan, check-in there (a five-minute, friendly procedure) and then can sail anywhere in the continental US without the need to re-clear. (I'm not sure if this is still legal—but it was common practice back-in-the-day.)

Yes, I've learned a lot about clearing-in during 4 circumnavigations and 60-some years of international cruising-mostly I've learned what-not-to-do.

For instance, have all the documents and information you need—but never show them anything until requested. Know exactly what the official charges are before you go. Dress well. Be polite. Respect the officials—and remember that, no matter how badly they are behaving, they can behave much, much worse.

Think I'm joking? In Oman, we had 'to prove we weren't terrorists' to get an official permit to dive in the water to clean the barnacles off our prop-an expensive, time-consuming bureaucratic task.

Whatever you do, don't ask officials stuff like, "Would you like to see our cat's health certificate?" or "Do you want to know why our passports are expired?" unless you have deep pockets.

In the mideast, the standard bribes were whiskey, cigarettes, and (most desirable of all) 'gentlemen's magazines' which had no pics of gentlemen whatsoever that I could find.

One corrupt South Pacific official attempted to charge us \$50 for a 'navigational light fee' in a single-island country that had no lights. When I refused to pay, he smiled and said, "Well, you can't blame me for trying, can you?"

I responded. "Yes I can—and I do."

That particular island nation was cray-cray—it had an 'international terminal' at the airport but no domestic terminal. The joke was, if you wanted to not pay someone back money owed, you requested they meet you at the domestic terminal. This tiny island is a full-fledged member of the UN and has the same power, vote-wise, as the US of A. Thus all the officials take bribes from free-spending foreign countries like Japan so Japan could—oh, slaughter whales, for instance. China paid for their entire bus system—even though you could walk the entire length of the island in less than an hour. Oh, and Taiwan was handing out vast sums of money too—for what reason, no one knew nor cared to ask.

In the mideast, the standard bribes were whiskey, cigarettes, and (most desirable of all) 'gentlemen's magazines' which had no pics of gentlemen whatsoever that I could find.





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Another hustle was the 'fumigation' scam. One official in Ecuador charged \$25 for a mandatory 'fumigation' of your vessel. The guy (his brother-in-law) that comes out to do the deed tells you that the insecticide is a strong, deadly poison and might kill you if you sleep below and close-up the boat in heavy weather. Solution? For a mere additional \$25, he will NOT fumigate your boat and pretend he did...by slightly spraying an exterior chainplate.

"You see," he told me, "We're a reasonable people."

### Indeed.

In that same country I had a very hard-nosed guy attempt to scam me by locking my ship's papers in his safe and saying, "You'll never get your original USCG documentation back without paying me—and you can't travel port-to-port without it. Ha ha, you're screwed, dude!"

I immediately left the Galapagos without clearing out—

and had Carolyn grab a fresh copy of our documentation from the dozens we carry. At the other end, 3,200 nautical miles away in Hiva Oa, the officials just waved us through as we truthfully explained our predicament. We weren't the first to tell them those identical details. (Hint: You can't photocopy your USA documentation but you can take a picture of it and then photocopy that... without the big blue VOID showing.)

Of course, the big threat is drugs—officials will bust you for drugs.

Indonesia officials are very imaginative. In Lomak, they bring a guy aboard that inspects everything on the boat with a 'use by' date—and then threaten to charge you with 'drug offenses' if your adult aspirins are a week out of date.

In the Philippines, Custom officials are so greedy that—when we were there—everyone just cleared-in solely to the happyand-suddenly-richer harbormaster.



One Custom's guy, while searching the boat, would asked every time he noticed we had more than one of something, "Can I have your extra?"

The best, most elaborate scam in the world that we know of was in Madagascar, where a fake-but-distinguished gentleman in a fancy suit in the police department arranges for you to take a fake taxi to a fake hospital (well, it was a hospital in WWII, before the roof caved in) to pay fake fees to a fake doctor surrounded by fake patients in arm and leg casts and hobbling around on crutches. All in all, to scam \$20 bucks, five people worked for more than an hour—before driving off laughing in the fake taxi, stranding us many non-fake miles out of town. Even worse, when we returned to the police station to complain, they openly laughed and said, "Well, there's a sucker born every moments, isn't there?"

What, exactly, is the name of this god-forsaken place in Madagascar?—wait for it... Hellville! (You can't make this stuff up!)





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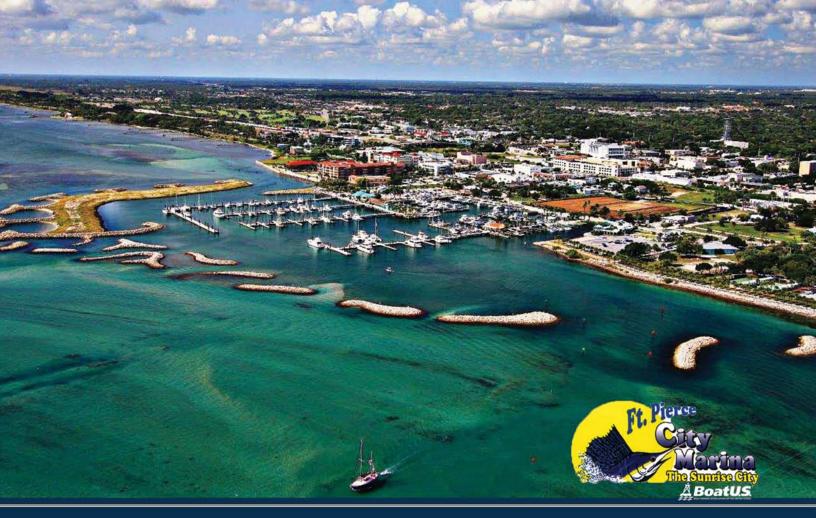
Strangely, we made friends with the baddest of the bad dudes in Hellville. Their heavyweight boxers hang around the dinghy dock. By port law, they're allowed to watch your dinghy for one dollar a day. (Otherwise, 'unguarded' dinghies are sunk immediately—nobody, ahem, knows by whom.) The problem isn't the one dollar, per se, it is the method in which it is collected. The moment you crest the hill, all the heavyweight boxers square off into twos—and attempt to beat each other into a bloody pulp. It's brutal—no boxing gloves. Winners immediately face off with other winners—and the last man standing gets your dollar. Unfortunately, they were still fighting when we arrived and almost knocked Carolyn, my wife, into the water. I was angry. Without thinking, I yelled the MF word, referring to sex-with-their-mommies. They knew no English, but often listened to American rap music. When I swore at them, the remaining two bloody boxers stopped in mid-swing, and asked me, by pointing to themselves, if I'd accused them of being... mommy jammers? I replied I had. I'm not sure if they knew what the word meant but they sure loved being called it! Everywhere we went after that, large guys with muscles loudly called us MFers and we called them MFers while jovially and joyously high-fiving each other.

Yeah, Madagascar is truly a strange place. The lemurs there make more sense than the people.

One thing you want to do if you're dealing with corrupt officials is determine the exchange rate early. I almost lost all my front teeth refusing to pay a 50,000-something-bribe. They were taking me down into the basement, armed with rubber hoses—until Carolyn brought me to my senses by shouting, "It's 17 cents, Fatty!"

The saddest case we came across was in Central America—where a skipper on a fine gold-plater died of natural causes. His distraught wife called the EMTs to help her remove the body—and the officials refused to allow her back aboard because... the boat was registered to the dead husband and she had a different last name. She volunteered to show them her marriage certificate but the offer was declined. She was forced to fly home. By the time she was able to return with an Admiralty Lawyer, the boat was stripped—no engine, no rig, no nutt'n!

Yes, strange things happen in notoriously corrupt places. We had European friends that cleared out of Brazil and thus had to move to a 'designated anchorage' to give the local teefs one last shot at them. At three in the morning, the wife said to the husband, "Wake up, someone is aboard!" The groggy husband stumbled into the main cabin—only to be attacked by a small muscular man with a very large knife. Luckily, the



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Clearing in with Immigration entails passing all your papers in a net to the government vessel where they have internet connection to clear you in. They occasionally board your vessel, but rarely.

husband managed to grab the attacker's knife arm at the wrist. He screamed for his wife as both men went down... with the skipper on top of the teef. The wife poked her head out of the forepeak—petrified.

"Stab him," screamed the husband, "Stab him!"

The wife was frozen.

Suddenly, the teef bellowed in fear and made a huge effort... and was now, suddenly, on top of the tiring older husband.

"Honey, please!" screamed the desperate husband.

The wife climbed over the two men, went to the galley and grabbed a large kitchen knife from the galley drawer.

She waited until the weakening husband was slashed a couple of times with the blade top—then stabbed the teef in the back—hard and repeatedly. The teef let go of his knife—and the husband immediately buried that knife deep in the teef's chest. Then the wife returned with a new knife, which she quickly buried between the bad guy's shoulder blades as well.

By the end, the decidedly-dead teef looked like a gristly pin-cushion.

Now, this cruising couple suddenly had a dreadful choice call the authorities who they KNEW were totally corrupt because they'd ALREADY ripped them off in numerous expensive and sadistic ways or... forgettaboutit! After much

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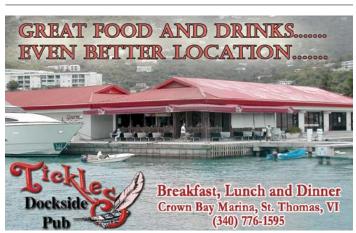
Above the chandlery at Nanny Cay Marina, Tortola BVI

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Health and Quarantine Officials in Lombok, Indonesia in 2013 check the expiration date on any meds they find, even OTC. We had expired aspirin, but they only warned us with no fine.

discussion, they simply forgot about it—except for when they were in their cups and would drunkenly tell the story at Yacht Haven's Bilge bar. That night, far offshore, they wrapped the dead body of the teef in their anchor chain and deep-sixed the whole mess offshore. Then they sailed back to Scandinavia, sold the boat, and bought some inland rural property that had no view —absolutely no view of the ocean!

Incidentally, Sir Peter Blake of New Zealand was killed on the deck of his boat in this same lawless area.

Actually, as scary and confusing as all of the above sounds, the thing that amazes me the most is, generally speaking, how honest most officials are. I'm merely pointing out the bad apples of more than 60 years. The truth is that most Customs and Immigration officials are as honest as their governments—no more, no less.

Clearing into Tonga for the southern hemisphere's winter season used to cost \$4, then \$40 bucks—and finally more than \$400 per vessel. I kid you not—I used to clear into Tortola for a dime, exact change required. COVID-19 has added an additional layer of complexity to this whole mess. We used to clear into Thailand for a couple of bucks but the last couple we know of paid \$2,500 in total and claimed they were lucky, as the price was 'just about to go up!'

Fatty and Carolyn are currently on year #2 of their 'COVID-19 quarantine cruise' in SE Asia.



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## SAILING WITH CHARLIE: RISTMAS – PARTY TIME

CHARTER HUMOR BY JULIAN PUTLEY GRAPHICS BY ANOUK SYLVESTRE



anta and the elves are having a pre-Christmas party at their toy factory and village up at the North Pole. Santa's on his second eggnog, "Everyone tread carefully," he exhorts, "The ice is getting thin. The sleigh ride at Polar Ridge has collapsed and soon our home may disappear. But it's not the children's fault - so, have a good time; tomorrow the factory will be full steam ahead."

"Humans around the world are causing this problem and we have to keep working to provide them with presents," grumbled Shinny Upatree, the factory foreman.

"Quite right," said Santa, "so we must be creative and use

green, biodegradable and recyclable materials in all our toys. It's our job to educate those humans who don't understand the value of a healthy planet and lifestyle. "Sneezy, top me up, and don't forget a floater of that dark Caribbean rum – and pass the mince pies." Sneezy nodded and let out a huge sneeze. The whole party looked daggers at Sneezy who was still on loan from Snow White since several elves had left and had taken jobs as lorry drivers in Europe.

The reindeer were all having a good time too. Someone had turned the music up - it was Keb Mo's 'Merry, Merry Christmas' and they were all dancing like there was no tomorrow. Rudolph was trying to have his way with Vixen but couldn't get her to the mistletoe.

Santa brought them back to reality, "We're going to make a special latrine for you reindeer - a big hole with a lid. Reindeer poop gives off methane gas and creates ozone problems - we have to be proactive."

Next day the whole crew was a bit hungover but they were back at work filling sacks with toys and presents. Sugarplum was busy wrapping boxes when Santa walked up on his inspection round, "What is this, Sugarplum? Single use plastic is banned this year."

"It's fully recyclable Santa, and by the way, your polyester Santa Suit isn't 'green.' It sends a bad message."

"Mmmm, quite right Sugarplum. I'll get Wunorse to make me a new one from hemp." Wunorse Openslae was in charge of the hemp department. It was a bit of a worry for Santa because he spent too much time smoking the flowers and was always late with orders.

Soon it was Christmas Eve. The sleigh was loaded, the reindeer were harnessed and it was time to be off. Santa had the latest GPS chart plotter and toy delivery system. You programmed in the location, activated the automatic delivery system and whoosh! - not a single child was left behind. It was magic and his plan was to do the whole world in six hours and to end up in the Caribbean – his most favorite destination.

Shinny, the senior elf, had taken it upon himself to rent a large catamaran for a Christmas day cruise - everyone would be exhausted and deserving of a day off.

As it turned out there was a Christmas yacht parade in Virgin Gorda's North Sound and all the captains were dressed as Santas. The real Santa was so happy - he was incognito. As soon as they were anchored, he organized a donut ride behind the yacht's fast inflatable tender with three of the hardest working elves (as a reward). Fake Santa's were whizzing around on jet skis, some were kite boarding and others windsurfing. The reindeer were lounging on the foredeck enjoying corn bread while the rest of the elves were getting ready to go snorkeling.

It was well after sunset when they finally had to return to the North Pole. The reindeer were harnessed but the elves couldn't stay awake and were soon fast asleep in the sleigh's sleeping hut. Once they reached altitude Santa activated the autopilot and settled back – it had all been so much fun. Charlie joins the whole crew - "Merry, Merry Christmas everyone."

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









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# ASK THE EXPER

BY PETOVENS-PIERRE LOUIS, SALES FLOOR MANAGER AT BUDGET MARINE ST MAARTEN



## Is there a difference in the types of plywood for yachts?

o many challenges in yacht modification are solved by using plywood. It is reasonably cheap and when installed in a manner that wood rot is not going to have an impact, it performs well.

The majority of plywood coming to the Caribbean from



the US is Douglas Fir. This wood type has some very positive characteristics being long grain and a high resistance to tearing. It does, however, dry out and become vulnerable to rot.

In Europe the common wood for boat building is Okoume (or Okoume or Gabon) which comes from Africa. The Okoume has a short grain but is easier to finish and does not swell like the Douglas Fir does. It is also said to be less vulnerable to dry rot but that is only relative. It has the distinctive advantage that it does not "swell" like Douglas Fir and turn a faired surface into a set of swells.

With the price of US lumber having soared in recent months, the cost of Okoume which is usually much more, has become relatively more affordable. 0



Please send in Questions for the Experts to answer in a future issue to editor@allatsea.net







# Sall

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Where would you like to be this hurricane season?





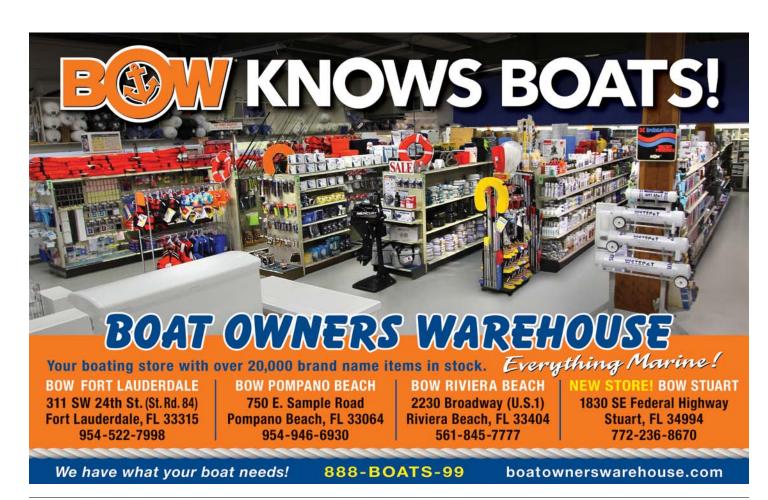


he sheer number of British Virgin Islands (BVI) enticed Italian explorer Christopher Columbus to name the area after Saint Ursula and her 1100 Virgin handmaidens. This British Overseas Territory, located 1 mile east of the US Virgin Islands at its closest point and 90 nautical miles northwest of Anguilla, actually has 60-some islands, rocks, and cays. This geography is only one reason the BVI's are called the 'Sailing Capital of the Caribbean'.

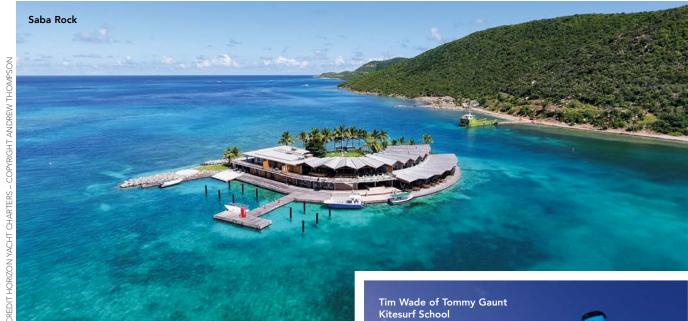
"The BVIs are the perfect destination for all sailors, with constant, cooling trade winds and the most spectacular scenery, a myriad of islands and anchorages to choose from and of course, National Parks (such as The Baths) and our beautiful white sand beaches," says Andrew Thompson, director of Horizon Yacht Charter's BVI base on Tortola at the Nanny Cay Marina. "The BVI is generally much calmer than other Caribbean waters, as our islands form an archipelago leaving most of the cruising area well protected. With a wealth of marine life, it is also a divers' paradise. Many beach bars and restaurants are dotted around the islands providing great food and

entertainment experiences. The BVI has something for everyone to enjoy, without any of the chain stores or restaurants or high-rise hotels that detract from other islands."

It's easy to sail around the BVI. In addition to Horizon, there are several other charter companies such as BVI Yacht Charters, the Catamaran Company, Dream Yacht Charter, Marine-Max, The Moorings, TMM, Waypoints, Virgin Charter Yachts, Voyage, and more, as well such as Offshore Sailing School which offers charters as well. The Charteryacht Society of the BVI, based in Road Town, represents over 70 crewed charter yachts. Here is a sample 7-day itinerary.



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• Nanny Cay, Tortola to the Baths, Virgin Gorda. Embark, complete boat briefings then cast off to the incredible geologic mix of giant boulders and tidal pools that are the Baths. Swim, snorkel or explore ashore to the Top of the Baths restaurant and bar. From here, cruise to North Sound, Virgin Gorda to overnight at Leverick Bay. There are mooring balls and a restaurant, bar, pool, and grocery at the resort.

"It's easy to spend a couple of days in North Sound as it has a lot to offer. For example, Saba Rock Bar & Restaurant is reopening this season after a complete rebuild and is bigger and better than ever. The Bitter End Yacht Club is slated to reopen its Marina village," says Horizon Yacht Charters' Thompson.

Horizon welcomes new catamarans to its fleet this season, including an Elba 45 and Astrea 42, both from Fountaine Pajot; a Nautitech Fly 46; and later in 2022, 42- 46- and 50-foot Lagoons, a Fountaine Pajot 51, and several 35- to 50-foot monohulls. The BVI base is also expanding its American Sailing School.

Leverick Bay, Virgin Gorda to Anegada.
The flat, reef-rimmed, island of Anegada, the easternmost of the BVI, is tricky to sail to due to the numerous coral heads. But it's well worth it. Beach walking, bonefishing, swimming, snorkeling, and scuba diving are superb here. The Tommy Gaunt Kitesurfing School at the Anegada Beach Club on Anegada's north shore at Keel Point is a great place to see the island from the air in this exhilarating water sport.



Anegada to Scrub Island. Sail or motor downwind to this small island that's home to the Scrub Island Resort, Spa & Marina. Lunch ashore or overnight and stay for dinner. While docked or moored, take the Scrub Island ferry on a 10-minute trip to Trellis Bay on Beef Island.









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There's a market here, restaurants, and arts and crafts shops. Full Moon Parties are extra special here with flaming fireballs.

One of Offshore Sailing School's BVI locations is at Scrub Island.

"Our most popular course is our combination Fast Track to Live Aboard Cruising course. You spend 3 nights at Scrub Island Resort, Friday to Sunday, and learn to sail aboard a Colgate 26. On Monday, you board a 40'-50' monohull yacht or catamaran from The Moorings fleet and live and learn aboard the boat with up to four students and an instructor from Monday to Saturday. You earn US Sailing Basic Keelboat, Basic Cruising, Bareboat Cruising certifications to skipper a boat up to 50', and Catamaran Endorsement if learning on a catamaran," says Beth Oliver, vice president and director of sales and marketing for the Fort Meyers, FL-headquartered company.

Scrub Island to Jost Van Dyke. Cruise the north shore of Tortola with a stop for lunch at Cane Garden Bay. The beach bars and restaurants here serve specialties like cracked conch, grilled lobster, and fish tacos. Then voyage west to Jost Van Dyke.

"Jost Van Dyke with its multiple bays including White Bay and Great Harbor are among my favorites," says Raul Bermudez, vice president of Clearwater, FL-headquartered MarineMax Vacations. "We are introducing the new MarineMax 545/Aquila 54 to

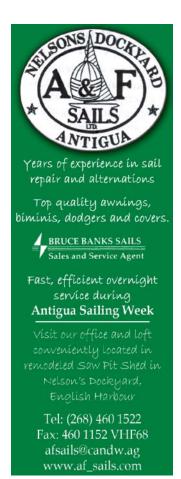


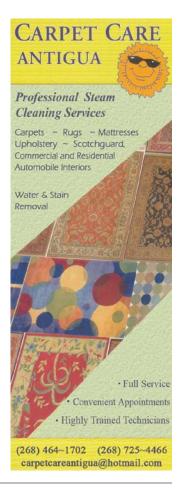
our BVI fleet. The 545 is a game-changer with 5 staterooms and a lot of room to spread out. We are also re-introducing all-inclusive crewed yachts on board the MarineMax 545 power cat. We have a lot of new boats coming into the fleet making it the newest in the industry with an average age less than 2 years old."

C. Jost Van Dyke. Walk, rent a car, take a • taxi, or venture by dinghy to the island's key harbors. Sip a Painkiller at the Soggy Dollar Bar in White Bay, listen to calypsonian Foxy Callwood sing ditties at his namesake Tamarind Bay in Great Harbor, and if it's calm, venture up to the Bubbly Pool near Diamond Cay.















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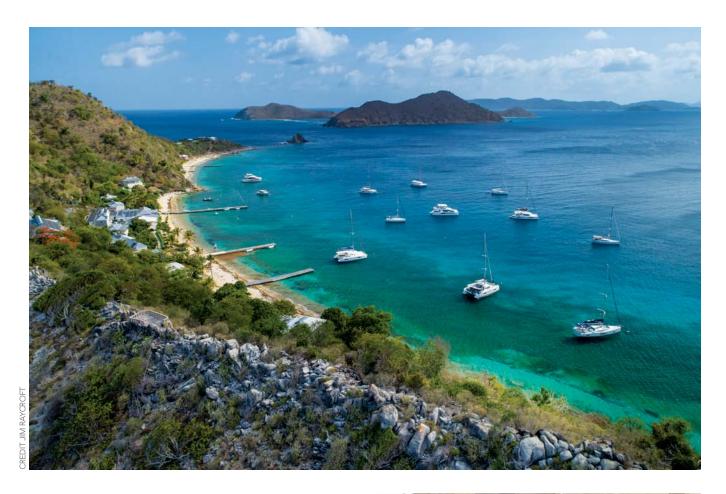
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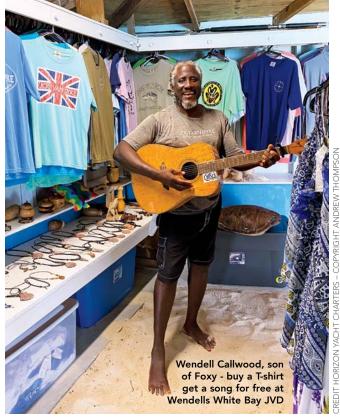


"There are a handful of mooring buoys off the Beeline Bar on Little Jost Van Dyke. The bar is a beach shack, but with good tunes and a mellow vibe. The anchorage is calm, and the wind bends around the coast to give a cooling breeze," says Horizon Yacht Charters Thompson.

. Jost Van Dyke to Norman or Cooper • Island. Known as Robert Lewis Stevenson's Treasure Island, Norman offers the Pirates Bight Beach Bar and Restaurant ashore and the Willy T floating bar and restaurant at the Bight. Nearby, The Indians and The Caves are don't-miss snorkel spots. Venture east if desired to Cooper Island. The Beach Club's Rum Bar features nearly 300 kinds of rum. There are mooring balls in the Bight on Norman and bay by the Beach Club for overnighting.

Norman or Cooper Island to Nanny • Cay, Tortola. Enjoy a leisurely morning at anchor, relax on the beach then sail back to Nanny Cay. Enjoy lunch ashore or take a dip in the pool before heading home and planning the next BVI yacht charter.

For current COVID protocols for BVI Entry, visit: bvi.gov.vg/ travel-protocols



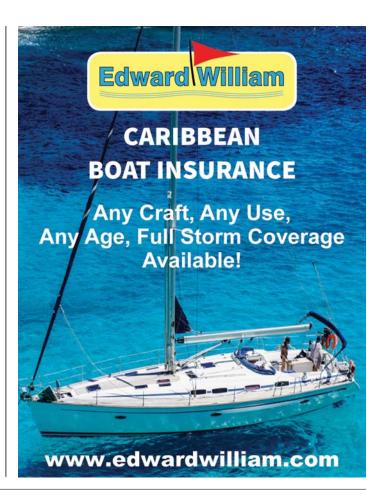
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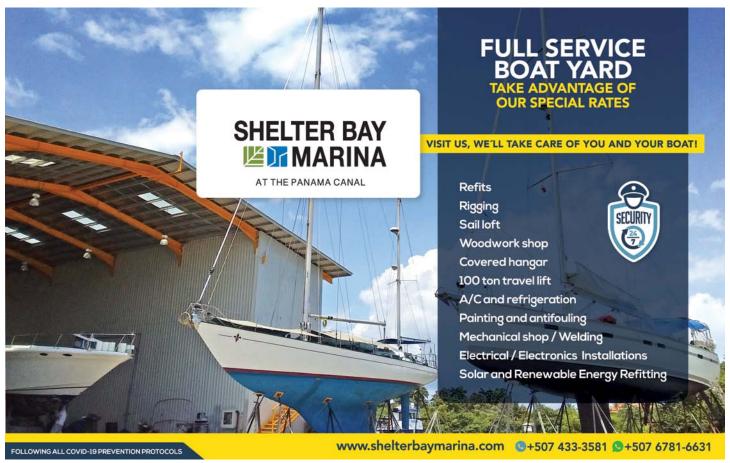
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n the October 2010 edition of ALL AT SEA magazine I wrote an editorial about marinas in Puerto Rico titled "Marina Hopping around Puerto Rico." You can still read the entire editorial here: https://www.allatsea.net/marina-hopping-around-puerto-rico.

After a few years away from writing I am now back as a writer for *ALL AT SEA* and decided to research changes experienced by the marinas after hurricanes Irma and Maria almost destroyed the marine industry in Puerto Rico and the rest of the Caribbean back in September of 2017.

We limited our research to the marinas which experienced changes in ownership or have improved their facilities since our last editorial and that provide access for both motor and sailing yachts.

Let's follow the same route we did back in 2010 and start in Fajardo on the East Coast of Puerto Rico and go south and west from there.

There are 6 marinas available to boaters on the east coast, located in the town of Fajardo. They all provide easy access

to the Spanish Virgin Islands and offer great provisioning options with various local supermarkets, as well as Walmart, Costco and Sam's, all within 45 minutes, by car.

If you are going to sail on to the US and/or British Virgin Islands or other destinations further east or south, Puerto Rico offers the most affordable provisioning in the entire Caribbean.

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#### (www.puertodelrey.com)

The original developer and owner sold PDR to Putnam Bridge Funding LLC in 2013 and since then it has undergone a massive investment in infrastructure.

After the 2017 hurricane season a 1,500kw generator was installed making PDR the only marina offering a stable power source in the event of blackouts.

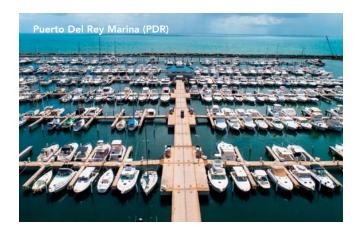
The recent infrastructure investments made PDR the best prepared Marina for a hurricane. As a result, less than 3% of the boats had major damages after the catastrophic Category 4 hit Puerto Rico. PDR just sold again recently to Safe Harbor Marinas.





PDR has over 1,000 wet slips and can accommodate yachts of up to 200 feet in length and up to a 15-foot draft. They also provide 650+ dry stack spaces, which can handle boats up to 42 feet and 32,000 pounds.

PDR offers full services with a boatyard, dry stack, land storage with concrete tie downs, fuel dock, and pump-out services. They also offer concierge services, free Wi-Fi, cable TV, 24 hour security, heliport, laundry facilities, general store, restaurants and other marine services. For reservations call 787-860-1000.



#### **GRAND CARIBBEAN MARINAS**

#### (www.gcmarinas.com)

The 2017 hurricane season was both a curse and a blessing to Puerto Rico's east coast boating community. The blessings started thanks to Italian businessman Giuseppe Cicatelli, president and founder of Bacalia Group, parent company of Grand Caribbean Marinas (GCM).

Thanks for Mr. Cicatelli's vision and capital GCM is now the largest marina company in Puerto Rico with the acquisition of Marina Puerto Chico, Sea Lover's Marina (now The Reserve), Villa Marina (now Renaissance Villa Marina), and the Sardinera Dry Stack, all four located in Fajardo.

With these purchases, Grand Caribbean Marinas now controls more than 2,200 spaces between wet slips and dry storage, and plans to invest \$50 million to \$100 million in the next five years. They are also the largest operator in the Caribbean as well as being among the top five marina groups with the most slips within the United States.

The scale and unique positioning of GCM further highlights the importance of Puerto Rico in the nautical industry thanks to its strategic location. For more information or to make reservations please call GCM at 787-863-0834



#### PUERTO CHICO

#### (www.marinapuertochico.com)

Marina Puerto Chico is a Fajardo tradition, for over 50 years it has seen many generations of Puerto Rican boaters enjoy what they love. Puerto Chico is where I started sailing back in 1974 when my father bought a Seafarer 22 sailboat without knowing how to sail! Slip A-6 became my home away from home. Now under GCM management things can only get better...



#### • THE RESERVE

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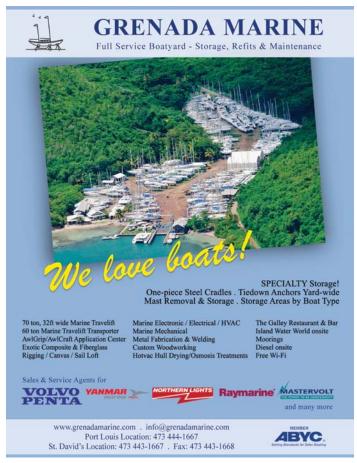
Recently renovated and now within the Marina Puerto Chico facility, offers floating dock technology, The Reserve - Puerto Chico is the most exclusive and exquisite option for your yacht in Puerto Rico. Private parking, international-cuisine El Yate restaurant. Complete access to all Puerto Chico main facilities.

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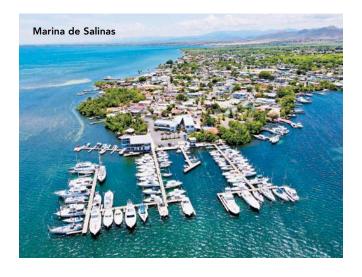
boat owner experience to the "next level," the company said. The marina also has its own boatyard, which will operate the maintenance and repair of ships up to 100 feet for the entire Grand Caribbean Marinas complex.

One of the main benefits of Renaissance Villa Marina is that it offers maximum protection during hurricane season. The founders of El Makito, a well-known restaurant in Naguabo, plan to open a new gastronomical venue on the grounds of the marina called Sea Side Grill.

Continuing to the east / south east...

#### **MARINA DE SALINAS**

The blessings for the Puerto Rico boating community continued on the south coast at Marina de Salinas when local business people Julian Hernández and Ruth Gago, decided to purchase and transform the marina with an investment of \$8.5 million dollars. When they purchased the marina in 2018 the docks along with their electrical service were entirely under water until the renovations were started in 2019.



Besides dock renovations, they also remodeled their hotel and added a new convention center for activities with space for up to 150 people.

Their marina now offers 122 slips with future expansion in the works, plus 10 transient slips. The hotel has a total of 32 rooms. They also have a new commercial 1,800 sq/ft kitchen, located where the old pool used to be. One of the new main attractions is the Jalan Jalan Sunset Bar where boaters can enjoy live music on weekends.

Their marina facilities include water, electricity, ice, gasoline/ diesel, private showers, laundry, and many other accommodations for our visitors and members. Please visit often, for reservations call: 787-705-9197

Finally on the southwest corner lies a well-managed marina that even though it did not suffer damages during the 2017 hurricanes it is worth mentioning here.



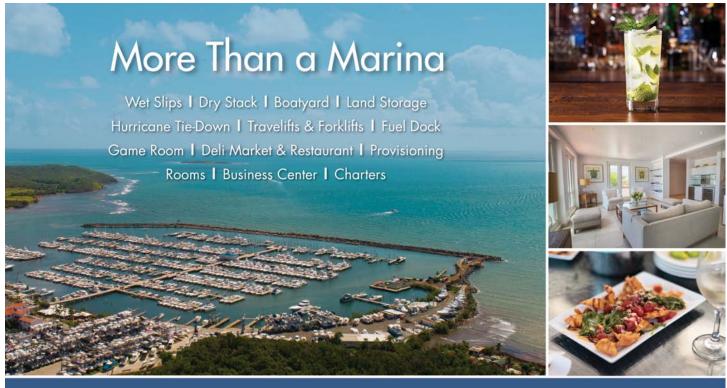
#### **MARINA PESCADERIA**

José Méndez, owner and manager at Marina Pescaderia will always greet you with a smile and will go out of his way to help fellow boaters in any way he can. Please support his operations, and visit often! You can reach them at: 787-717-3638. Marina Pescaderia is now an official US Port of Entry to the island of Puerto Rico, part of the CBP ROAM program. You don't need to go to the Mayaguez office to fulfill your United States entry requirements.

Fair winds my friends! While sailing between the BVIs and Florida we have stayed in over 30 marinas, so if you need any additional information please contact me.

Capt. Tony Miro is a life-long sailor, photographer and web developer who currently lives in Florida with his family, where they sail often. He runs RUMadventures.com and tonymiro.com.





Fajardo, Puerto Rico. Latitude: 18° 17.40N – Longitude: 65° 37.70W 787-860-1000 • marina@puertodelrey.com • **f** ②





ince we've been on a streak of sipping rums lately we thought it was time to let loose and have fun. We opened up our rum cabinet and played around with the Classic Rum Runner Cocktail.

It's pretty obvious that the name Rum Runner pays homage to the Captains who ran rum along the eastern seaboard during prohibition (1920 - 1933.) One of our favorite rums, Kirk and Sweeney, is named after a rum-running vessel captured by the U.S. Coast Guard off Long Island in 1924. South Florida has its own history with rum runners; the most famous story was of Captain Bill McCoy who ran rum from the Bahamas to South Florida. The U.S. Coast Guard caught on to him pretty quickly and began patrolling the waters more actively. But that didn't stop Captain McCoy's business. He would stop his schooner, Tomoka, just outside U.S territorial waters, then let captains on smaller boats deliver the goods to shore. Now that's out-ofthe-box thinkina!

It wasn't long after prohibition ended that the Original Rum Runner cocktail was created. The story goes, in the early 1950s a new bartender at the Holiday Isle Beach Resort and Marina in Islamorada, Florida wanted to create a cocktail to impress his new boss. He began experimenting with the excess liqueurs and rums he found around the bar and voila! The Rum Runner was born.

Now, this drink is meant to be changed around depending on what you have on hand in your cabinet, however to still call it a Rum Runner, you can't change the basic ingredient. If you can't find blackberry liqueur, substitute ½ ounce of Blackberry Brandy. Maybe use coconut rum in lieu of light rum or Navy-strength (i.e. Pussers) or spiced (i.e. Captain Morgan) as the dark rum. Also, play around with the juice amount and ingredients while maintaining the pineapple and orange.

One night, after a day of boat work, we decided to play around with the recipe. We began with the classic recipe using Don Q Silver and Myers Dark Rum. We could taste every element of the cocktail but felt it needed a bit of sweetness.

We then used coconut rum and Kraken Black Spiced Rum with a smidge more pineapple. Terry loved this combination and barely allowed Clint a sip. The coconut and spice played well together while the pineapple balanced out the sweetness of the coconut.

Lastly, we used Bacardi Silver and Captain Morgan with no adjustment in juice. We could pick out the nuances of each ingredient with the hint of spice coming through from the Captain. This was Clint's favorite.

Have fun playing around with this recipe and send us your favorite to editor@allatsea.net. We can't wait to enjoy your creation. 0

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.





# CARIBBEAN MARINAS All At Sea's Caribbean Marinas Guide

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Falmouth Harbour Marina www.antigua-marina.com	268-460-6054	20′	380′	60	•	110/220/380 3 phase	•	•	•		•	•		•	68/10	•
Jolly Harbour Marina www.jhmarina.com	268-462-6042	13′	200′	160	•	110/220		•	•	•	•	•	•	•	68	FREE
Renaissance Marina Aruba	297-588-0260	13′	200′	50	•	110/220		•				•	•	•	16/69	•
Varadero Caribe www.varaderoaruba.com	297-588-3850	8′	120′	75	•	50/30 amp				•			•	•	68	•
Curaçao Marine	5999 465 8936	13′	120′	30	•	110/220/380		•		•	•	•		•	67	FREE
Curaçao Yacht Club www.curacaoyachtclub.com	5999-767-4627	16'	160	120	•	110/220 v; 50 hrz		•	•	•			•	•	68	FREE
Casa de Campo Marina	809.523.8646/ 8647	16′	250′	350	•	110/220 v to 60 hrz	•	•	•	•	•	•	•	•	68	•
Marina Zar Par	809-523-5858	12′	120′	110	•	110/220, 308	•	•	•	•	•	•	•	•	5	FREE
Ocean World Marina	809-970-3373	12' +	250′	104	•	110/220	•	•	•	•	•	•	•	•	16/68	•
Barcadere Marina	345-949-3743	8′	150′	83	•	30, 50, 100 & 200 amp single phase; 100 & 200 amp 3 phase; 60hz		•	•	•		•		•	16	FREE
Clarkes Court Boatyard & Marina	473-439-3939	11′	150′	20	•	110/220; 50hrz				•	•		•	•	68	FREE
Grenada Marine	473-443-1667	15′	70′	4	•	110/220		•		•	•		•	•	16	FREE
Le Phare Bleu Marina	473-444-2400	15′	120′	60	•	110/220/480		•	•	•	•	•	•	•	16	FREE
Port Louis Marina	473-435-7431	14.76′	90m	170	•	110/208/220/230/240/ 400/480/630V	•			•	•	•	•	•	14	FREE
Whisper Cove Marina www.whispercovemarina.com	473-444-5296	15′	100′	18	•	110/220, 50hrz				•	•	•	•	•	68	•
Marina Bas-du-Fort	590 590 936 620	15.5′	210′	1,100	•	110/220/380		•	•	•	•	•	•	•	9	FREE
Errol Flynn Marina & Shipyard	876-715-6044	32'	600′	33	•	110/220/480 1&3PH 50/60HZ	Cable	•	•	•	•	•	•	•	16/9	FREE
Bocas Marina www.bocasmarina.com	507-757-9800	20′	150′	83	•	110 -220v		•		•	•	•	•	•	68	FREE
Red Frog Beach Marina redfrogbeach.com	+507 6726-4500	20′	300′	84	•	50 Amp 110/220V 60 Hz, 100 Amp 220V 60 Hz, 200 Amp 480V 60 Hz 3-phase		•	•	•	•	•	•	•	68	•
Shelter Bay Marina	507-433-3581	20′	320′	192	•	60 HZ, 120/240V 50-Amp, 100 Amp Single Phase, 208V	•	•	•	•	•	•	•	•	74	•
Club Nautico de San Juan	787-722-0177	31′	250′	121	•	110 volts / 220 / 480 for megayachts		•	•	•	•			•	16/10 68	•
Marina de Salinas	787-824-3185	10′	65′	103	•	120/220V, 30/50 amp		•	•	•	•	•	•	•	16	•
Marina Pescaderia www.marinapescaderia.com	787-717-3638	8′	115′	99	•	30, 50, and 100 amp		•	•	•	•	•	•	•	16	FREE
Ponce Yacht & Fishing Club	787-842-9003	20′	150′	169	•	110/220V, 30A, 50A and 100A		•	•	•	•		•	•	68	FREE
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 Resort, Spa & Marina www.scrubisland.com	(284) 394-3440	30′	160′	55	•	30, 50 & 100 amp				•	•	•	•	•	74	•
	www.antigua-marina.com  Jolly Harbour Marina www.jhmarina.com  Renaissance Marina Aruba  Varadero Caribe www.varaderoaruba.com  Curaçao Marine  Curaçao Yacht Club www.curacaoyachtclub.com  Casa de Campo Marina  Marina Zar Par  Ocean World Marina  Barcadere Marina  Clarkes Court Boatyard & Marina  Grenada Marine  Le Phare Bleu Marina  Port Louis Marina  Whisper Cove Marina www.whispercovemarina.com  Marina Bas-du-Fort  Errol Flynn Marina & Shipyard  Bocas Marina www.bocasmarina.com  Red Frog Beach Marina redfrogbeach.com  an IGY destination  Shelter Bay Marina  Club Nautico de San Juan  Marina de Salinas  Marina Pescaderia www.marinapescaderia.com  Ponce Yacht & Fishing Club  Puerto Del Rey Marina  Scrub Island Resort, Spa & Marina	Varadero Caribe   297-588-0260	Palmouth Harbour Marina www.antigua-marina.com   268-460-6054   20'   13'   268-462-6042   13'	Falmouth Harbour Marina   268-460-6054   20′   380′   380′   360′   360′   360′   360′   360′   368′   3	Falmouth Harbour Marina   268-460-6054   20′   380′   60     Jolly Harbour Marina   268-462-6042   13′   200′   160     Renaissance Marina Aruba   297-588-0260   13′   200′   50     Varadero Caribe   297-588-3850   8′   120′   75     Curaçao Marine   5999 465 8936   13′   120′   30     Curaçao Yacht Club   5999-767-4627   16′   160   120     Casa de Campo Marina   809-523-5858   12′   120′   110     Casa de Campo Marina   809-970-3373   12′   250′   104     Barcadere Marina   345-949-3743   8′   150′   83     Clarkes Court   500-504   343-343-3939   11′   150′   20     Carada Marine   473-443-1667   15′   70′   4     Le Phare Bleu Marina   473-444-2400   15′   120′   60     Port Louis Marina   473-444-5296   15′   100′   18     Marina Bas-du-Fort   590-590-936-620   15.5′   210′   1,100     Errol Flynn Marina   876-715-6044   32′   600′   33     Red Frog Beach Marina   507-757-9800   20′   150′   83     Red Frog Beach Marina   507-433-3581   20′   320′   192     Club Nautico de San Juan   787-722-0177   31′   250′   121     Marina de Salinas   787-842-9003   20′   150′   169     Puerto Del Rey Marina   787-842-9003   20′   150′   169     Puerto Del Rey Marina   787-840-1000   15′   260′   1,000     Scrub Island Resort,   590 89-34-3440   30′   160′   55	Palmouth Harbour Marina   268-460-6054   20′   380′   60   €	Falmouth Harbour Marina	Falmouth Harbour Marina	Falmouth Harbour Marina   268-460-6034   20'   380'   60   ■   110/220/380 3 phase   ■ ■   ■   ■   Jolly Harbour Marina   268-462-6042   13'   200'   160   ■   110/220   ■   ■   ■   ■   ■   ■   ■   ■   ■	Falmouth Harbour Marina	Falmouth Harbour Marina   268-460-6054   20'   380'   60	Falmouth Harbour Marina   268-460-6054   20"   380"   60	Falmouth Harbour Marina   268-460-6054   20'   380'   60	Falmouth Harbour Marina	Falmouth Harbour Marina   268-460-6054   20'   380'   60	Falmouth Harbour Marina   268-460-6054   20   380   60   110/220/380 3 phase

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St. Croix	Green Cay Marina at Tamarind Reef Resort	340-718-1453	8′	100′	154	•	110/220V - 30A, 50A, 200A	•	•	•	•	•		•	•	16	FREE
St. Croix	St. Croix Marine	340-773-0289	11′	150′	44	•	110/220	•	•	•	•	•	•	•	•	16/18	
St. Lucia	Rodney Bay Marina www.igy-rodneybay.com an Gy destination	758-458-7200	14′	285′	253	•	120V- 480V, 30/50/100/ 125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	•	•	•	•	•	•	•	•	16	FREE
St. Lucia	The Marina at Marigot Bay	758-451-4275	16′	250′	40	•	110/220/380, 50/60 Hz	Cable	•	•	•	•	•	•	•	16/12	•
St. Maarten	Bobby's Marina www.bobbysmarina.com	721-542-2366	12′	130′	80	•	110/220V		•	•	•		•	•	•	16/69	•
St. Maarten	Island Water World Marina	+1 721-544-5310	8′	60′	47	•	110/220V, 60Hz		•	•	•				•	74	FREE
St. Maarten	Lagoon Marina Cole Bay Waterfront	599-544-2611	9′	100′	45	•	110/220	•			•	•	•	•	•	16	FREE
St. Maarten	Simpson Bay Marina www.igy-simpsonbay.com an ☐ IGY destination	721-544-2309	13′	196′	114	•	480V 3-phase 100 amps/ leg; 220V 3-phase 100 amps/leg; 220V 50 amps; 110V 30 amps 60hz	•	•	•	•	•	•	•	•	16/ 79A	FREE
St. Maarten	The Yacht Club at Isle de Sol www.igy-isledesol.com an IGY destination	721 544 2408	18′	320′	45		480V 3-phase 100 amps/ leg; 220V 3- & single- phase; 100 amps/leg; 220V 50 amps 60hz	•	•	•	•	•	•	•	•	16/ 78A	FREE
St. Thomas	American Yacht Harbor www.igy-americanyacht harbor.com	340-775-6454	10′	110′	134	•	120/208Y/240 VAC 30 to 100 amps, 60 Hz	Cable	•	•	•	•	•	•	•	16/6	FREE
St. Thomas	Crown Bay Marina www.crownbay.com	340-774-2255	24′	200′	99	•	30, 50, 100amp 120v, 208v, 220v, 480v	Cable	•	•	•	•	•	•	•	11	FREE
St. Thomas	Yacht Haven Grande www.igy-yachthaven grande.com 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-cabosanlucas.com an IGY destination	+52 624 173 9140	26′	350′	380	•	110V 30 amps; 220V 50 amps; 100 amp 3-phase, 480V 150 3-phase		•	•	•	•	•	•	•	88A	FREE
NY Harbor - Manhattan	North Cove Marina at Brookfield Place www.igy-northcove.com an GY destination	917-677-7680	16′	175′	18	•	110V, 220V; 480V 3-phase					•	•	•	•	69	FREE

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# Caribbean boatyards

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Antigua	Jolly Harbour Marina / Boat Yard	17 04 46.4 N	61 54 37.0 W	(268) 462- 6041	13′	80′	19′	no limit	110/220	8am- 5pm	70 45	•		•	•	•	•	•
Antigua	North Sound Marine	17.1167	-61. 7500	(268) 562- 3499 \ (268) 764-2599	15′	no limit	31′	no limit	Anything	24x7	150	•		•	•	•	•	•
Aruba	Varadero Caribe	12 32 N	70 02 W	297-588- 3850	8′	120′	45′	no limit	50/30 amp	8am- 5pm	60	•		•	•		•	•
Freeport, Grand Bahamas	Bradford Marine Bahamas	26′ 31. 189 N	78′ 45. 566 W	242-352- 7711	35	400	50	no limit	30/50/100/480	24/7	150		•	•	•	•	•	•
Tortola, BVI	Nanny Cay Hotel & Marina	18 25 0 N	64 37 0 W	(284) 494- 2512	11′	160′	45′	no limit	110v 30amp/220v 50amp/ 3phase 100 amp	7am- 6pm	70 <b>4</b>	•	•	•	•	•	•	•
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 <b>4</b>	•	•	•	•	•	•	•
Virgin Gorda, BVI	Virgin Gorda Yacht Harbour	18. 45222	-64. 43750	284-495- 5318	10	150	34	no limit	110/120	7am- 6pm	70 45	•		•	•	•	•	•
Curaçao	Curacao Marine	12' N	68' W	599 9 562- 8000	9′	120′	33′	193	110/220 380	8am- 5pm	60	•		•	•	•	•	•
La Romana, D.R.	IBC Shipyard	18° 23′ 55″ N	68° 53′ 55″ W	+809 449 3321/3323	12′	110′	26′	no limit	110/220 3 phase 100/50/30 amp	8-5 M-F	120	•	•	•	•	•	•	•
Grenada	Clarkes Court Boat- yard & Marina	12° 00.6′ N	061° 44.0′ W	473-439- 3939	11′	150′	37′	0	110/220; 50Hz	7:30am- 4:30pm	242	•	•	•	•		•	•
Grenada	Grenada Marine	12° 01:20	61° 40:42	00-1-473- 443-1667	12′	75′	31.5′	0	110/220	8-5, M-F; 8-12, Sat	70 4 <u>5</u>	•	•	•	•	•	•	•
Grenada	Spice Island Marine Services	12.041 N	61.45 W	473-444- 4257	12′	70′	25.4′	0	110/220	8-4 M-F	70 &	•	•	•	•	•	•	•
Panama	Bocas Yacht Services	09° 17.3′N	082° 23.06W	507- 6619-5601	10′	65′	20′	no limit	120/220	7:30- 3:30pm	60 45	•		•	•		•	
Panama	Shelter Bay Marina	09° 22′ 12″ N	79° 56′ 51″ W	507- 6813-5327	11′	100′	28′	no limit	60 HZ, 120/240V 50-Amp, 100 Amp Single Phase, 208V and 480V Tri Phase	24x7	100	•	•	•	•	•	•	•
Puerto Rico	Varadero @ Palmas	18 04′ 37″N	65 47' 57"W	787-656- 9211	11′	110′	26′	no limit	50/30 amp	8-5, 7days	110 45	•	•	•	•	•	•	•
Puerto Rico	Puerto Del Rey Marina	18° 17.3 N	65° 38 W	787-860- 1000	15′	150′	33	no limit	120/208V single & 3 phase; 30, 50,100 & 200 amps; 60 Hz	8am- 5pm	155 &	•	•	•	•	•	•	•
Sint Maarten	Megayard	18°02′ 13.24 N	63°05′ 08.52 W	1-721-5444- 060	12′	200′	33′	12′	110/220	8-5 M-F	150 &	•	•	•	•	•	•	•
St. Lucia	Rodney Bay Marina an IGY destination	14°04 '32. 72" N	60°56 '55. 63" W	758-458- 7200	11′	75′	28′	no limit	120V- 480V, 30/50/ 100/125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	8am- 5pm	75 &	•	•	•	•	•	•	•
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 <b>4</b>	•	•	•	•	•	•	•
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 <b>4</b>	•		•	•	•	•	•

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MARINE TRAVELIFT

# )UTHEAST U.S. MARINAS

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

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

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

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

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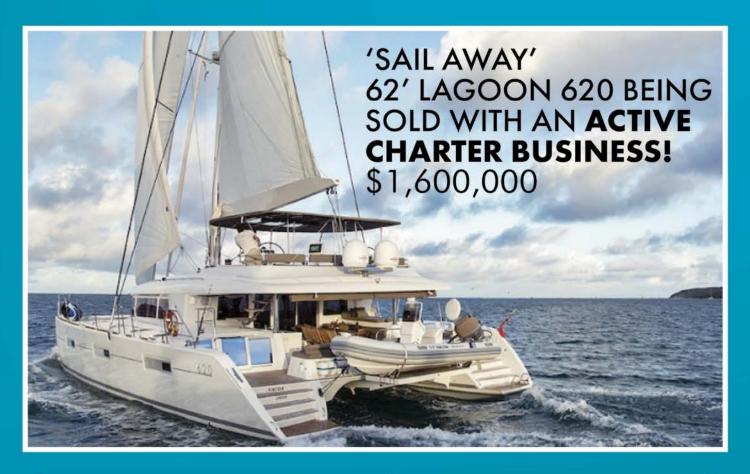
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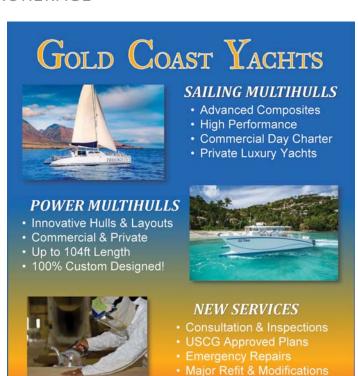
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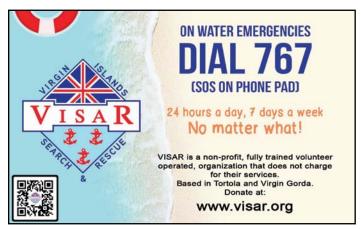












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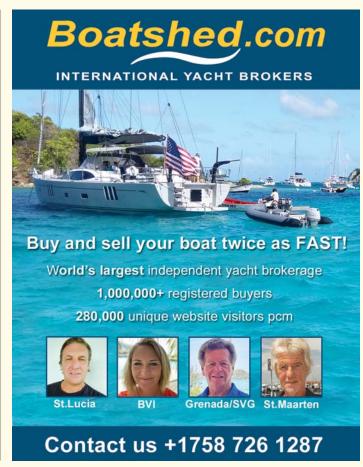
















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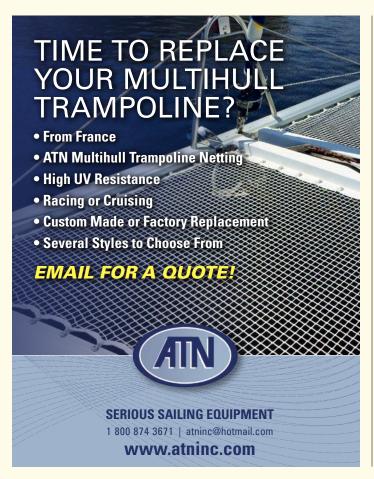
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The above times are now in affect. After a period of three months, an assessment will follow to determine if changes need to be made or whether the bridge times will remain as published.

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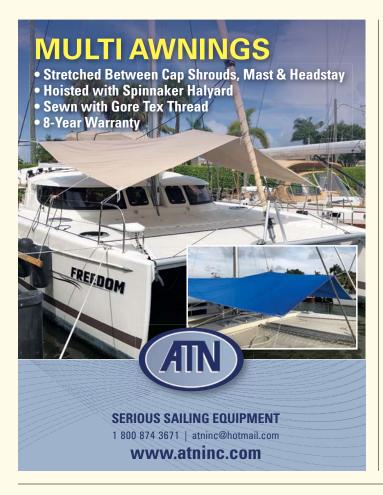
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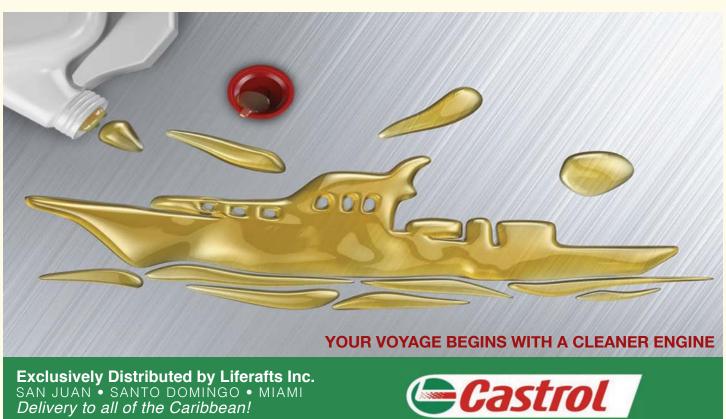












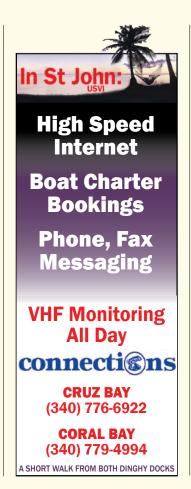
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#### **Employment**

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here are many nutritional fruit and vegetables available now, like squash and pomegranates. Adding more seasonal superfoods into your recipes can make your favorite dishes much healthier!

#### POMEGRANATE-GLAZED CHICKEN & ACORN SQUASH

Prep time: 10 minutes. Cooking time: 25 minutes. Serves: 4

1 acorn squash, sliced
3/4-inch thick
2 Tbsp. olive oil, divided
Pinch cayenne pepper
1/2 tsp. sea salt
1/2 tsp. freshly ground
black pepper
1/2 cup pomegranate juice

4 (6oz) boneless, skinless chicken breasts
3 Tbsp. balsamic vinegar
½ cup pomegranate seeds
½ cup crumbled feta cheese
1-1/2 cups chopped mint leaves

Heat oven to 425°F. On a large rimmed baking sheet, toss squash with 1 Tbsp. oil, cayenne, salt and pepper, and roast until tender, about 25 minutes. Meanwhile, heat remaining Tbsp. oil in a large skillet over medium heat. Season chicken with salt and pepper; sauté until golden brown and cooked through, about 5 minutes per side. Set chicken aside. In the same skillet over medium heat, add pomegranate juice, stirring occasionally for a minute. Add balsamic vinegar and simmer until thickened, about 3 minutes.

TO SERVE: Slice chicken and divide between 4 warmed serving plates; drizzle with the glaze. Place roasted squash on each plate and top with a little of the glaze, feta cheese, pomegranate seeds, and mint. Enjoy! TIP: Serve with Sautéed spinach or your favorite green vegetable.

#### WHITE BEANS AND BUTTERNUT SQUASH SOUP

Prep time: 20 minutes. Cooking time: 25 minutes. Serves: 4

1 large butternut squash
2 Tbsp. olive oil, divided
1 yellow onion, chopped
2 cloves garlic, finely chopped
1 Tbsp. grated fresh ginger
6 cups low-sodium

chicken broth
6 sprigs fresh thyme
1 (15 oz) can white beans,
drained, rinsed and mashed

1 (15 oz) can chickpeas, drained and rinsed
½ cup couscous
¼ cup shelled pistachios, roughly chopped
¼ cup cilantro, roughly chopped
14 cup dried apricots, finely chopped
1 scallion, thinly sliced



Cut neck off squash (discard or save base for another use) then peel and cut into 1/2-inch pieces. Heat 1 Tbsp. oil in a skillet over medium heat. Add squash and cook covered, stirring occasionally, about 10 minutes. Meanwhile, heat remaining Tbsp oil in a Dutch oven over medium heat. Add onion and cook, covered, stirring occasionally, 6 minutes. Stir in garlic and ginger and cook for another minute. Add broth, thyme, and squash and bring to a boil. Add white beans and chickpeas, stir. Lower heat and cook another 10 minutes.

Meantime, cook couscous per package directions. Fluff with a fork and fold in pistachios, cilantro, apricots, and scallion. Serve soup topped with couscous mixture.

#### **NUT AND DATE ENERGY BALLS**

Prep time: 10 minutes. Chilling time: 30 minutes. Makes: 16

15 large soft pitted dates

½ cup cashew butter or another nut butter

1 Tbsp. unsweetened cocoa powder, divided

2 Tbsp. finely shredded unsweetened coconut

Purée dates, cashew butter, and cocoa powder in a food processor until smooth. Roll into 1-inch balls and toss half the ball in cocoanut and remaining half in cocoa powder. Refrigerate at least 30 minutes. HINT: If dates need softening, steep them in boiling water for 10 minutes. TIP: Keep leftovers in the refrigerator





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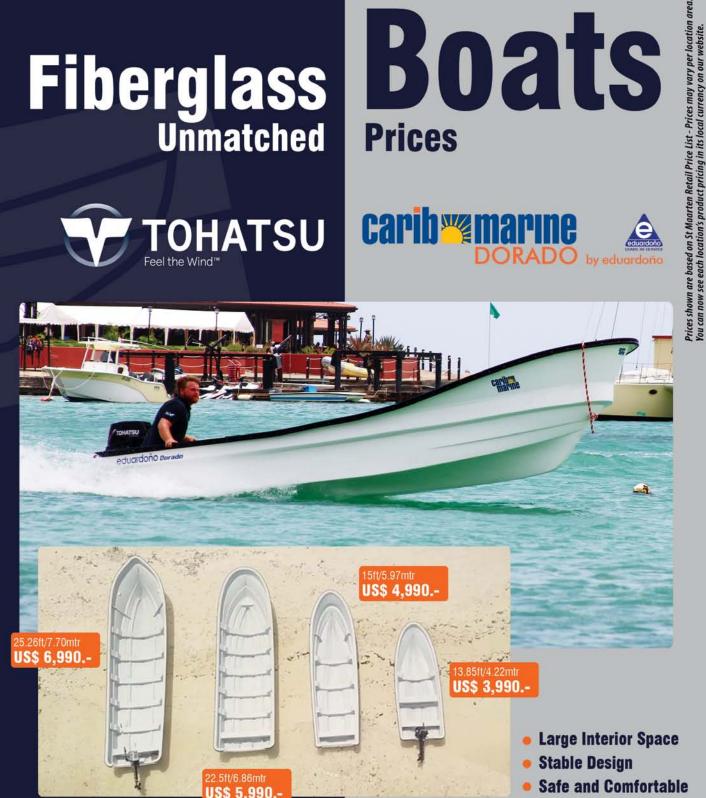
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