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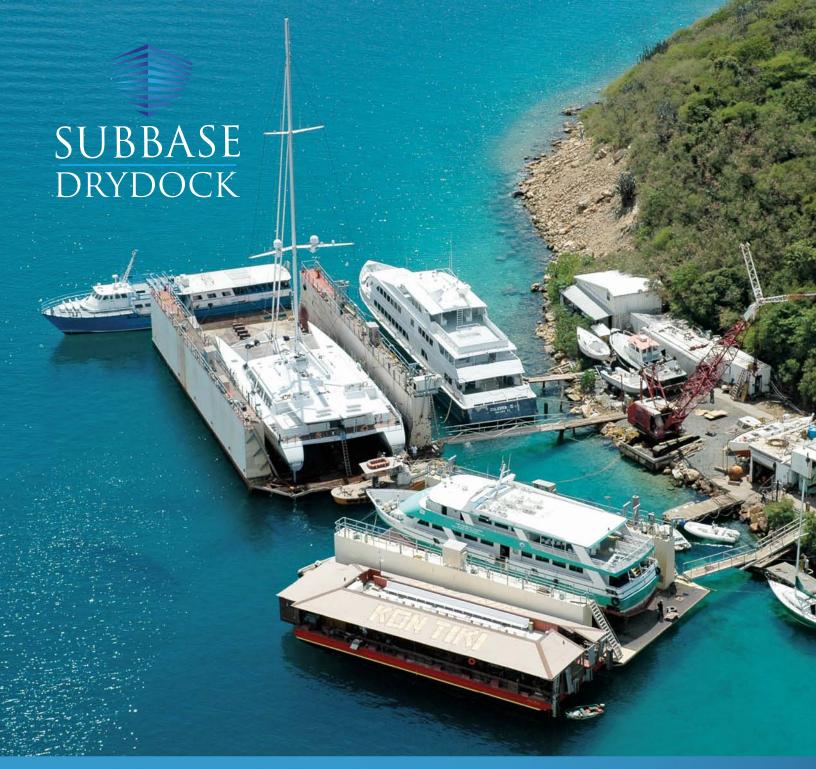
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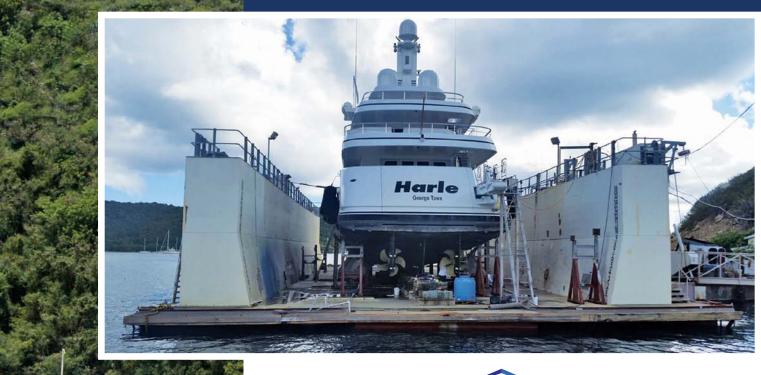
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COVER SHOT: Yellowtail Snapper Swim Off St. Thomas. Credit: National Oceanic and Atmospheric Administration



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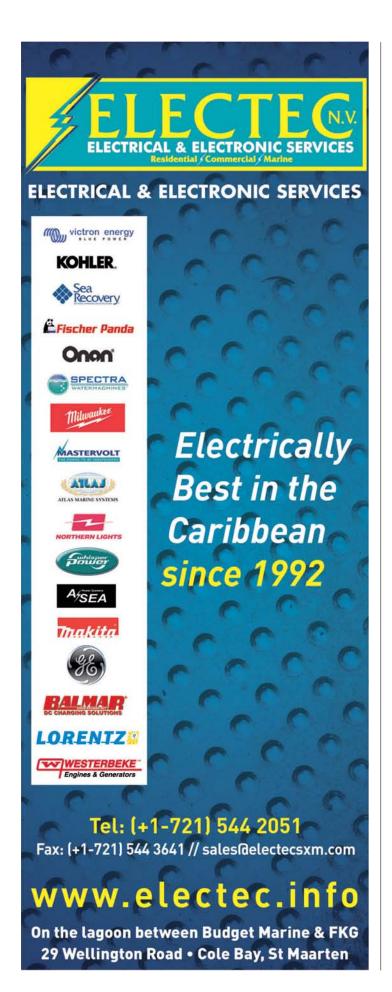
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U.S. CARIBBEAN BLAZES NEW PATH TOWARD PROTECTING CORALS, FISH & COMMUNITIES

One size doesn't fit all. This cliché was at the heart of a decision last year by the San Juan, Puerto Rico-headquartered Caribbean Fishery Management Council to revamp fishing guidelines in the U.S. Caribbean. This is significant because up until this time, the Council set most of its fishing rules by treating Puerto Rico and the U.S. Virgin Islands as a single unit. But this approach didn't account for the differences in culture, fishing practices, or the marine environment across the communities. For example, the plans for St. Croix, Puerto Rico, and St. Thomas/St. John may now each call for a different catch limit for the same species, allowing a higher limit where the fish is more culturally important or more abundant. The guidelines will take effect in early 2021.

"First, the plans establish annual catch limits and other protections for nearly two dozen heavily targeted species that, until now, had no safeguards. These include protections for dolphinfish, also known as mahi-mahi; the number one catch of recreational anglers in Puerto Rico and a popular commer-

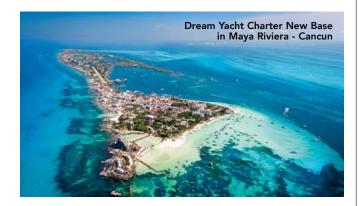


cial target as well," says Holly Binns, project director with The Pew Charitable Trusts' project to conserve marine life in the U.S. "Second, the plans reduce catch limits for parrotfish and surgeonfish to more effectively account for their essential role in maintaining healthy coral reefs. In an intricate underwater dance, these keystone species feed on algae that would otherwise smother reefs. And finally, the plans maintain a prohibition on the extraction and possession of all corals which are often targeted and removed by the aquarium trade industry.

www.caribbeanfmc.com, www.pewtrusts.org

DREAM YACHT OPENS NEW WESTERN **CARIBBEAN BASE**

Say ¡hola! to Dream Yacht Charter's new base at Marina Las Velas, in Isla Mujeres, a 1.6-square mile island off Mexico's Yucatan Peninsula where the Gulf of Mexico and the Caribbean Sea meet. The base, which opened for bareboat and crewed yacht charters last month, is the perfect place to cast off on a cruise of the Maya Riviera and Cancun. The sailing area includes the Mesoamerican Reef, the world's second-largest, known for its vibrant marine life and migrating whale sharks. The region also boasts important archaeological treasures, such as the Mayan city at Chichen Itza.



"Now more than ever, people are looking for something new and easily accessible," says Loïc Bonnet, Dream Yacht Charter's founder and president. "We continue to lead the way, opening new sailing areas to our guests. Maya Riviera is the perfect addition to our offering - a destination providing the potential to get away from the crowds to enjoy solitude and easy to get to from well-connected Cancun."

Loïc added: "Throughout the pandemic, we added bases in the U.S. Virgin Islands and Florida. We also expanded our fleets in Annapolis, Newport and La Paz, Mexico, just as we did in Italy and France for our European customers. Wherever our customers can get to, we are there for them." www. dreamyachtcharter.com

BOSTON WHALER DEALERS HONORED FOR EXCELLENCE IN RETAIL & CUSTOMER SERVICE

The COVID-19 pandemic created challenges in 2020. Yet, Boston Whaler's dealers proved their commitment to delivering outstanding results. In fact, Boston Whaler, headquartered in Edgewater, FL, and owned by the Brunswick Corporation, honored dealers with its 2020 Dealer Awards for excellence in retail sales and CSI scores — accomplishments made more impressive considering this year's challenges. Among the In-



ternational Award winners were Puerto Rico's Wally Castro Marine and S.A.D. in Guadeloupe, FWI, for Outstanding Sales Achievement and Trinidad & Tobago's Corsa Marine earned the Market Conquest Award.

This challenging year, we decided to focus our efforts on very

aggressive social media and digital marketing," says Wally Castro, owner. "We also updated our website to provide customers with easier and more accessible ways to browse our inventory from home. This year, demand increased so much that we also made sure we would have inventory available. We believe that during these very difficult times, boating was among the

BRADFORD MARINE BAHAMAS SUPPORTS FREEPORT LIBRARY IN HURRICANE DORIAN RECOVERY



When Hurricane Dorian hit the Bahamas in 2019, the Sir Charles Hayward Library in Freeport sustained severe flooding damage. It was a big blow since the 60-plus-yearold institution was a monumental resource center for the community. Enter Bradford Marine Bahamas which joined forces with the Marine Industries Association of South Florida to aid in the library's restoration. The funds donated allowed the library to upgrade essential technology software, plus enabled its team to introduce several virtual offerings for its members such as a virtual story hour and online library orientation sessions available to pre-schools and primary schools across Grand Bahama.

"Bradford Marine is proud to support the Sir Charles Hayward Library and its mission. We're passionate and devoted to the growth and success of this community, and the library is an important engine in powering its education and advancement," says Dan Romence, vice president of Bradford Marine Bahamas and member of the library's board of directors. "Our commitment to supporting the library is just one of the ways Bradford Marine has been involved in the Freeport community. We also opened our docks at no charge in the wake of Hurricane Dorian, provided financial support for the Rotary Water Plant and the Grand Bahama Sailing Kids Club program, as well as sponsored the Rugby Club



youth soccer program. As a marina whose employees live and work on the island, we find it extremely important to give back to local organizations and associations that only help propel our community forward."

Recognized as an essential business by the government, Bradford Marine has been able to remain open for operations and services since the start of the COVID-19 pandemic. The Freeport facility has adhered to all local ordinances in keeping its guests and employees safe, with sanitizing stations in all common spaces, schedule modification, and more. Founded in Fort Lauderdale in 1966, Bradford Marine expanded to its Freeport harbor location in 1997. With over 25-foot of draft, a 1,200-ton drydock, 150-ton Marine Travelift, and access to a 27,000-ton drydock, Bradford Marine Bahamas can service superyachts up to 500-foot LOA. www.bradford-marine.com



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The company, located at Puerto del Rey Marina in Fajardo, is working on the construction of a new and bigger service shop. Sales and service departments are being expanded with more employees, more equipment and new brands at the company's store. The company is also launching a new online store.

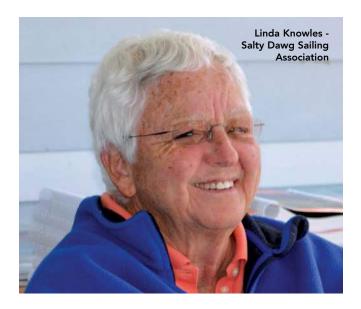
The SAD Groupe, with locations in Baie-Mahault, Guadeloupe and Marigot, St. Martin, has found service is the key to its success along with selling a great product.

"The marine business has been very challenging the past year due to COVID," says Hervé Ludovic, company owner and manager. "We had to work closely with the Whaler team and especially the export manager, Tony Umer, to adapt our sales program to the market conditions and offer special discounts on some models. Looking ahead, we will soon present the new Vantage and Dauntless lines, which are particularly adapted to our regions with a very attractive deck plan for Caribbean boaters. Also, for 2021, we are working on the construction of a completely new service center to provide even better service to our loyal Boston Whaler customers and for our propulsion brand Mercury."

Corsa Marine, in business for over 30 years with locations in San Fernando and Chaquaramas, Trinidad and Bon Accord, Tobago, is the dealer for Boston Whaler and Mercury Outboard engines in this southern Caribbean country.

"We're grateful to our dealers for their commitment to serving and supporting the global family of Whaler boaters," said Nick Stickler, president of Boston Whaler. "We thank them for a job well done and look forward to many more years of successful partnership." www.bostonwhaler.com





EIGHT BELLS - SALTY DAWG RALLY CO-FOUNDER, LINDA KNOWLES

The idea for a cruising rally from the U.S. to the Caribbean specifically for experienced sailors came to the mind of Bill and Linda Knowles during the summer of 2011, as they sat in the cockpit of their well-cruised Jeanneau 54, Sapphire, with crew, their 10-year-old Jack Russell terrier named Brie. That fall, the concept turned concrete with the launch of the first Salty Dawg Rally to the Caribbean. The November 2011 issue of All At Sea's article about the Rally quotes Linda as saying, "We hope the Salty Dog Rally will become a tradition that will continue year after year." Knowles, who died unexpectedly of a heart attack in her home in Vero Beach, FL on November 14, 2020, at the age of 71, indeed saw her dream come true.

"Since the founding of the original Salty Dawg Rally by Linda and Bill Knowles, two underlying principles were instilled then and continue today as the organization has added memberships, seminars, rendezvous gatherings and other rallies, and they are, the Salty Dawgs are about sailors helping sailors and keeping it fun!" says Hank J George, president of the Salty Dawg Sailing Association (SDSA).

Born in Buffalo, NY and raised in Eden, NY, Knowles and her husband of 36 years spent the last 15 of these living on their sailboat and cruising from the Northeast to the Caribbean. The initial rally has grown to become the SDSA, with over 800 members and many events each year. Linda served as Vice President from 2013 until her death. A Celebration of Life was held virtually on December 5, with family and friends. In memory of Linda, and her passion for helping sailors and the communities they visited, the family requests that donations be made to the Salty Dawg Sailing Association, a 501(c)(3) organization, at the following link www.saltydawgsailing.org/donations/



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FEBRUARY 2021 EVENTS

BY CAROL M. BAREUTHER



FEBRUARY 5 - 7, 2021:

Caribbean Multihull Challenge (CMC).

Eight yachts were registered by the end of 2020 for this third annual regatta, which has become a favorite of sailors who prefer two or three hulls over one. Most entries so far are from St. Maarten/St. Martin. These include Francois Nel and Rodney Williams' lightning-fast Joubert/Nivelt 52, Arawak; Bernard Stoutenbeek and Arthur Banting's Dick Newick-designed 36-foot trimaran, Tryst; and Petro Jonker's rock steady and rocket fast Leopard 47, Seaduction. "With the general perception of uncertainty that is pervasive with COVID-19, we know that people are holding off on making decisions. Therefore, we are holding open registration up until the last day before the first race set for February 5," says Steve Burzon, one of the organizers of the CMC, hosted by the St. Maarten Yacht Club. "The good news is that we are overjoyed with the fantastic and widespread publicity for a major event that is only two editions old. So, we are moving forward in hopes of a last-minute surge of entries for 2021 and confidence that by 2022 we will be back in force." Due to the





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FEBRUARY 20, 2021: Bocas del Toro Regatta.

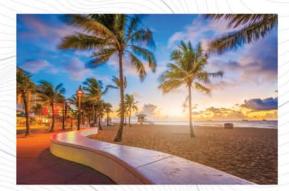
Set a course for Panama to participate in this one-day 'fungatta'. It's hosted out of the Bocas Yacht Club & Marina, which is in the Bocas del Toro province on the Caribbean Sea side of this Central American country and some 340 nautical miles from the Panama Canal. The regatta has been a big success in its first two years with over 30 entries in both monohull and multihull divisions. "Two laps must be completed around the triangular course, which measures about 5 miles. The racing is a lively but friendly competition," says Ray Jason, a local cruiser, organizer and author of the book, Tales of a Sea Gypsy. "Because of these trying times, the entry fee has been lowered from \$50 to \$40 per vessel. Also, this year we will have a skilled drone photographer on the course. This means the competitors will have a chance to get aerial photos of their boats."

Aside from this 'fungatta', the Bocas del Toro archipelago should be on your cruising itinerary, Jason adds. "Many consider it The Undiscovered Caribbean. There are nine large

smaller nature of this year's CMC, organizers have decided to premier the 60 Mile Multihull Sprint, a race around three islands – St. Maarten/St. Martin, St. Barths and Tintamarre – in 2022. www.smyc.com/caribbean-multihull-challenge



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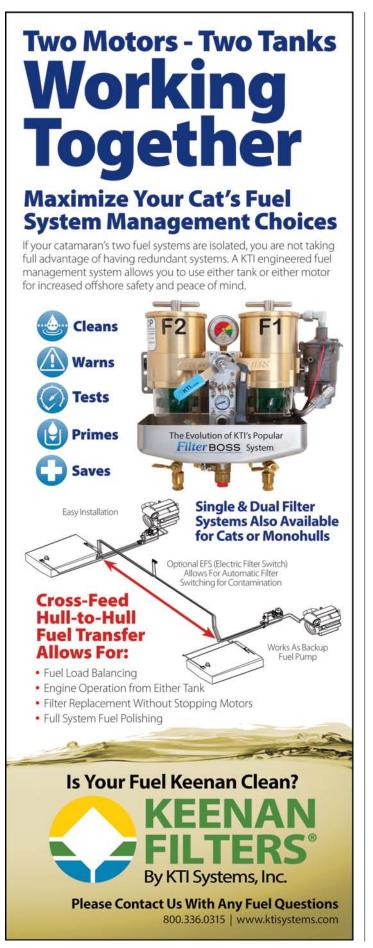


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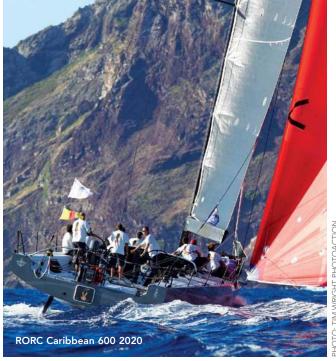
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FEBRUARY 22 - 26: RORC Caribbean 600.

Two dozen entries were confirmed by December for the 13th annual edition of this 600 nautical mile race around 11 Caribbean islands, with starts and finishes in Antiqua. Among these are two super-fast trimarans, the USA's Jason Carroll's MOD70 Argo and Italy's Giovanni Soldini's Multi70 Maserati. Both are ready to battle for multihull line honors once again. A first-time entry is Germany's Stefan Jentzsch's brand new Botin 56 Black Pearl, which will race with the well-established 'pro' team that previously raced on Jentzsch's Carkeek 47. These crew include South African navigator, Marc Lagesse, one of Britain's most experienced offshore sailors; Paul Stanbridge; and Italian America's Cup sailor, Pietro Montivani. Two of the largest boats in the 2021 fleet are Mitch Booth's Verdier/VPLP 100 Comanche and Andrew Cape's Farr 100 Leopard. There are several Caribbean-based entries including Antigua-based Pamala Baldwin's J/122 Liquid, Ondeck's Farr 65, Spirit of Juno and Bernie Evan Wong's Reichel Pugh 37, TAZ. The start of the race at 11 a.m. AST makes an impressive sight as yachts jostle for position off English Harbour's spectacular Pillars of Hercules. caribbean600.rorc.org



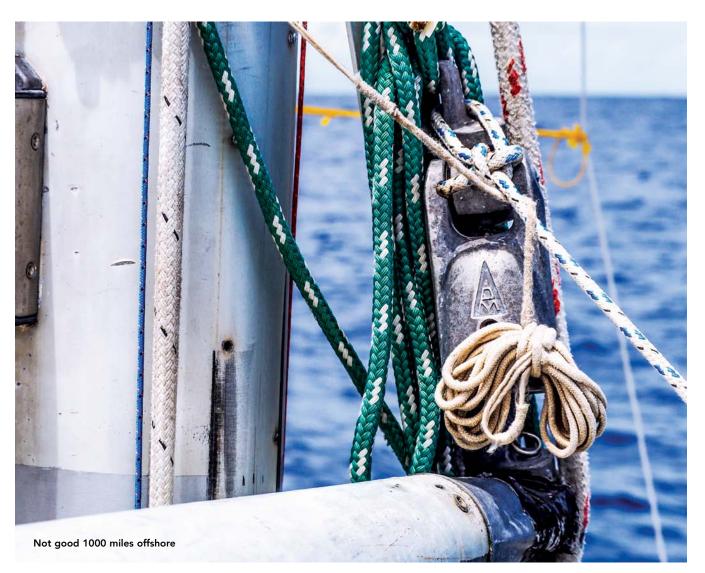


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TTERS TO THE EDITOR— ID OTHER SAD TALES

SAILING HUMOR BY CAP'N FATTY GOODLANDER



wo things blow my mind as a long-term marine scribe—one is that anyone who reads me regularly thinks I have any sense; and, two is that the arrangement of my vessel would make sense. Oh, how I wish both—or even one—was true! Sadly, my life is not like that. I'm an idiot—often a happy idiot—but both my vessel and my voyages are out-of-my-control.

Here's the goofy reality: If I don't write these stories, I don't eat. And they won't pay me for these sea yarns unless I send photos to accompany them. So, I'm always scribbling away and taking random snapshots of who-knows-what.

A hawk-eye reader recently sent me a question about a photo I'd taken of my long-suffering wife—which happened to have a blurry section of our mainmast in the background. He wanted me to explain the logic and placement of dozens of items around its gooseneck. Some are original components, some installed by four decades of previous owners, and some installed directly from boat yard dumpsters by yours truly.

I mean, WTF?

How would I know?

A secondary problem is, as a writer I'm supposed to pretend to care. I don't have the foggiest how this 'feel good' crap got started—but that's the wacky 'we're all pals' truth. Some brain-dead fool borrows a Crayon and writes in, and I'm supposed to be warm and respectful.

...can you believe it?!?

Anyway, here's the crazy reality of my mast as succinctly as I can explain it.

It all began in 2004...

My biggest fear was that, after a lifetime of avoiding getting trapped by the bean-counters ashore, that the clever greedheads of Simpson Bay would somehow trap me with moneytrickery and wage-slavery.

We were pretty exhausted at the end of our first circumnavigation aboard *Wild Card*, our world-weary Hughes 38—partly because I'd come to two startling conclusions that shook our watery world. I wanted to circumnavigate for the rest of my active life and, as I grew older, I no longer enjoyed being hungry. Oh, I didn't mind being almost *broke* but I no longer wanted to be in distant foreign lands with totally empty pockets.

I think of this moment as my brief brush with maturity—interesting, even if it didn't stick.

But imagine the look on my malnourished wife's face when I told her that I wanted to sail around the world again but this time on a far tighter budget.

"That's a joke, right?" she asked, her voice quaking in fear.

Not really.

The ensuing second circ was notable for two things—how seldom we took our credit cards ashore and how many how-to books dribbled from my salt-stained pen. (Each of the new books have a working title of: Fatty Needs Money as







I write them.) Thus, by the end of circ #2, by reducing our meager spending and increasing our income dramatically, we ended up back in the Caribbean with \$40Gs stuffed in a bilge hidey-hole.

Carolyn is an avid reader and one day she was reading a novel about India as we sailed across the Anegada Passage. She was explaining lots of cool tings about the Hindu God of Last Resort, their famous *Remover of Obstacles*. Frankly, I wasn't paying a lot of attention because it didn't excite my prurient interest, but I tuned back in as she started rambling on about 'impossible' stuff.

"Nothing is impossible," I said briskly as I eased the jib sheet a tad as Sint Maarten loomed over the bow.

"Yeah, there is," she said matter-of-factly. "A bedroom door, for example. I've never had one—not since I met you. Ditto refrigeration. Ditto, pressure water in my sink. Ditto, a reasonably-sized hanging locker for my dresses. I've never had any of that—not since I moved aboard in 1970, nearly 40 years ago. And that's okay, Fatty. We've had fun. But it is also the

truth—and the truth is, I'll *never* have them with you. And that's just how it is."

Heavy feces, right? Yeah. And I'd never thought of it that way. I'd always thought vaguely that, you know, someday we'd have a fabulous yacht. But now, with my new and improved plan to endlessly serial circumnavigate, that didn't seem reasonable. Carolyn was correct—refrigeration was an impossibility for her unless I changed my plan—or, less likely, I got off my lazy butt.

Please bear in mind, dear reader, that my slight success in life has always been based upon my one talent—not getting hung up by the dirt dwellers.

The reality is, of course, that beggars can't be choosers. If you want to buy a commodious, stout cruising vessel for 40Gs, you're going to end up with a broken-down boat that no one else wants—most people, even newbie landlubbers, are pretty smart. We found a 30-plus-year-old Wauquiez Amphitrite 43 that had been sitting semi-abandoned for nearly four years with a kaput engine and a goofy roller-furling sail behind the mainmast.



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Now my biggest fear wasn't that I wouldn't be able to fix up the boat—hell, I can rebuild dumpster boats with one hand tied behind my back. My biggest fear was that, after a lifetime of avoiding getting trapped by the bean-counters ashore, that the clever greedheads of Simpson Bay would somehow trap me with money-trickery and wage-slavery.

After all, since we'd been forced to pay \$56,000 for Ganesh, I was already \$16,000 in debt to a dumb relative. (Who else would lend me money?) Worse, after promising myself I'd never make the mistake of having a boat in an active hurricane zone again, I now had two uninsured vessels in hurricane alley as September approached.

Yikes! What had I done?

Luckily, a male pole dancer (Chippendales!) who was a fan, reached into his sweaty jockstrap and pulled out \$30Gs for our tired 38-foot sloop Wild Card. I was able to repay my surprised relative and put a down payment on a brand new M92B Perkins diesel from Parts and Power of Tortola.

Carolyn now had an aft cabin door, two lux heads, pressure

water in the four sinks and showers fore and aft—and, most importantly to her, refrigeration.

For months she just kept running back and forth inside the boat naked, screaming, "Sugar daddy, sugar daddy!"

One of my concepts with a new boat is to not allow mission creep to overwhelm—to only change what must be immediately changed. Alas, Ganesh (natch, that's what I named her) had that hokey roller-furler-behind-the-mast mainsail—suitable, perhaps for a motorsailer on Lake Wobegon but wholly unsuitable for an offshore greyhound. Worse, the mast had all sorts of large stainless devices bolted through the mast (stays, even!) to allow this roller furling obscenity to function. To top it all off, there was no track or slot in the mast, none.

Thus, I called my wife Carolyn on deck, asked her if she was enjoying her refrigeration—then hoisted her up the utterly smooth spar with rivets in one hand, sail track in the other, and a fully-charged cordless drill in the pouch of the bosun's chair.

Since we like to occasionally play on the edge of the Roaring Forties and I'm a believer in storm trysails, I had Carolyn install



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a dedicated track (and halyard) for the trysail as well.

Yes, occasionally she'd scream bloody murder from aloft during ferry wakes—thank God for my Bose noise-canceling headphones.

In the end (of the week, poor thing) I lowered Carolyn to the deck, handed her an iced tea, and said softly, "...everything has a cost, babe."

Since we had almost no money, I dumpster-dived for all the mis-matched cleats, pad eyes, and fairleads I riveted into our aluminum mast. Nothing looked the same or was made out of the same material—a true rigged hodge-podge.

In my defense, it all worked. It had to. Our lives offshore depended on it.

Cut to the chase—less than a year after finishing our second circ on Wild Card, we began our third circ on Ganesh—with empty pockets, calloused hands, and high hopes. Was Ganesh pristine? Oh, God no. Were bits of her far different than I would have preferred? Yes, you're darn toot'n they were! But Carolyn had all her new trophy wife stuff and I'd managed to not allow the dirt dwellers to get their societal hooks in me.

And now, in 2021, we're on our fourth circ—still on a modest income and still aboard an aging vessel that is far, far from perfect.

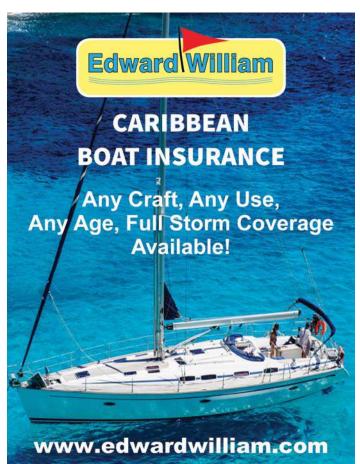
But we're doing it. Imperfectly, perhaps, but we're doing it. How? Because I know a secret many boaters don't—that cruising isn't about the boat, it's about the voyage. Thus, year after year we average between 5,000 and 8,000 miles while miserly squeezing our pennies so hard Abe Lincoln cries. And an ugly mis-matched mast with nothing that matches.

The truth of the matter is that I'd love to jack up my masthead light and slip a new Hallberg Rassy underneath. But I can't afford to—I'm too busy penning twisted missives like this.

But I never lose sight of what is really important: the fact that my cruising wife of 51 years and four circs whispers romantically each time we pass each other belowdecks, 0 "Sugar daddy!"

EDITOR'S NOTE: Fatty and Carolyn are currently holed up in covid-free Singapore, waiting patiently for the so-called 'civilized world' to become so.







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SAILING WITH CHARLIE:

SAILING HUMOR BY JULIAN PUTLEY GRAPHICS BY ANOUK SYLVESTRE



ne of the pleasures of Caribbean cruising is being able to jump into the warm clear water and take a relaxing, therapeutic swim. Charlie encourages all his charter boat guests to take the plunge at every opportunity. "But what about the sharks? I saw a program on TV...?" Charlie's response is always: "You're more likely to give birth to a two-headed goat than suffer a shark attack."

Confidence may be slightly restored, as Charlie advises to take a swim to another level and don a mask, snorkel and fins for a glimpse into another world.

Most lifestyles don't offer the opportunity for you to immerse yourself into another world, except in the movies. Snorkeling is indeed fascinating but many have a preconceived idea of what a great snorkeling experience should be. Charlie has often heard disappointing comments like, 'There's nothing there; where are all the big fish?'

But there is so much more than 'big fish.' Charlie is prompted to reply, "There are none so blind as those who will not see." The colors, shapes and sizes of all the corals; the staghorn, elkhorn, pillar and star corals are just a few; the soft corals like

the beautiful purple sea fans and the gorgonians. There's the disappearing Christmas tree worm, the feather duster, the sea urchin; Then there's the flounder – master of camouflage; the sting ray, sucking its food from the sand; the spiny lobster with its prehistoric fascination - the list goes on.

One also has to wonder at what the underwater life thinks of us – the obtrusive visitor into its world. Probably it doesn't think about it at all. After all, our existence is nothing but a calamity compared to the lives of the species of the underwater world. We drop anchors and chains on their habitat, we pollute the water, we take certain species to eat; we even throw junk food into the water for them to feed on, not realizing we're probably slowly killing them. But do they bear us a grudge? Are they hostile to our senselessness? The answer is no. Underwater life is not equipped with reason, sentiment or emotion. It instinctively hunts to eat, to preserve its life and to procreate - that's it!

No, Flipper isn't always smiling at us – that's just the way he looks. Barry the cuda isn't vicious, that's just the way he looks. And whatever happens to the underwater world, it just takes it all in its stride, whether it be good, bad or ugly.

No, Flipper isn't always smiling at us - that's just the way he looks. Barry the cuda isn't vicious, that's just the way he looks. And whatever happens to the underwater world, it just takes it all in its stride, whether it be good, bad or ugly.

The human race has made monumental strides in the last 150 years. We shoot ourselves into space and we talk and see each other across the world by video link. We know what's going on in almost every corner of the world and we're able to clone ourselves (except that it's illegal). We have learned how to make annihilating weapons... BUT we haven't learned how to live with each other in peace and harmony. We're too smart for our own good.

Charlie always marvels at the tranquility of the underwater scene; nothing aggressive here. So, for neophyte snorkelers and scuba divers just remember - nothing will attack you under the sea except perhaps by mistaken identity. There is nothing to fear but fear itself.

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



SEVEN DAYS OF SAILING IN ST. MAARTEN/ST. MARTIN-ST. BARTHS-ANGUILLA

BY CAROL M. BAREUTHER

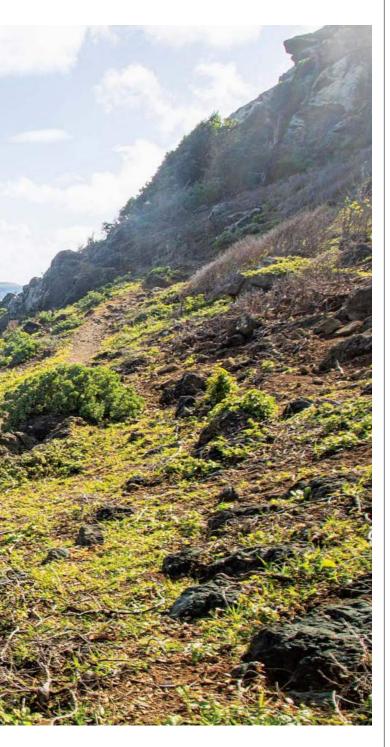


he two-nation island of St. Maarten/St. Martin is the perfect place to start and finish a charter, plus visit its bays, offshore isles and more while cruising for a week. Located a little over 100 nautical miles southeast of the U.S. and British Virgin Islands, this 34-square-mile island is bordered by the Atlantic Ocean and Caribbean Sea. Getting to nearby islands like Anguilla and St. Barths takes a bit more blue water sailing than island-

hopping in the Virgins. Thus, the St. Maarten/St. Martin's

cruising grounds are perfect for those who have chartered the Virgins and ask, 'what's next!'.

"This group of islands (St. Maarten/St. Martin-St. Barths-Anguilla) is ideal for yacht charter vacations for many reasons, says Ian Pedersen, senior marketing manager for the Clearwater, FL- based The Moorings, which has a base at Marina Fort Louis in Marigot, French St. Martin, and offers bareboat, skipper only and crewed sailing charters on monohulls and



multihulls. "First, it is extremely easy to reach compared to some other popular Caribbean charter destinations, with major airlines providing flights directly from the U.S. Another aspect of these islands that immediately becomes apparent upon arrival is the cultural diversity. Its French and Dutch heritage is on full display, making for a very interesting contrast as you traverse the main island of St. Martin/St. Maarten. Each side boasts its own unique features and culture while remaining very accessible to visitors overall. Beyond the main island,





the ease with which sailors can travel to the nearby islands of Anguilla and St. Barths adds another dimension to this region. Anguilla is ideal for more laid-back, quiet escapes, while St. Barth is the playground of the rich and famous - a truly incredible stop while on charter."

Dream Yacht Charter, headquartered in Annapolis, MD, also operates a base in St. Martin, located at Marina de L'Anse Marcel, about 5.5 miles northeast of Marigot. Here, power and sailing catamarans and sailing monohulls are available for bareboat, skippered, by the cabin and crewed charters.

St. Martin is a logical place to start a 7-day charter since both major charter companies have bases here. After that, it's a personal preference whether to head to Anguilla first, then south to St. Barths or vice versa. Here's an example of the latter:







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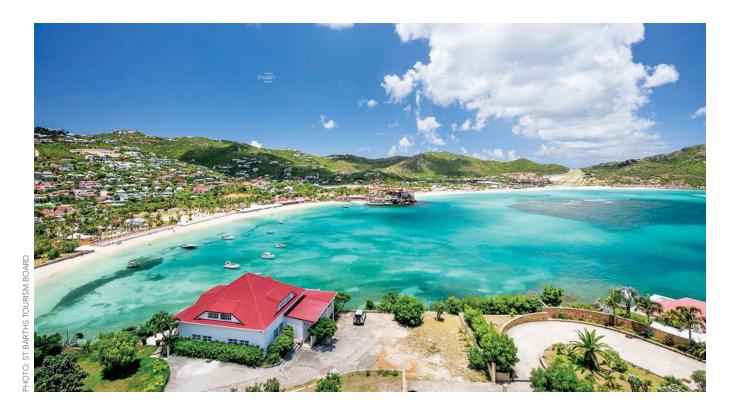
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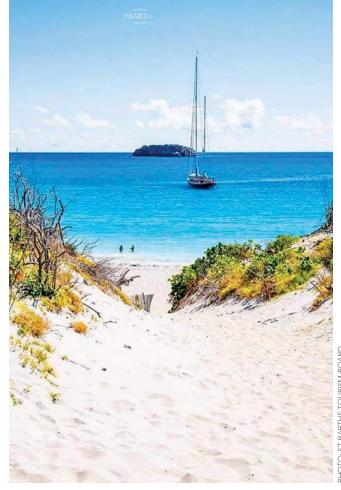
DAY 1: Marigot: The capital of St. Martin is a beautiful stop on any itinerary, according to The Moorings & Sunsail's Pedersen. "Home to Fort Louis overlooking the harbor, as well as an outdoor marketplace, this a wonderful, quaint spot. For those wishing to set sail right away, Grand Case nearby is famous for its abundance of restaurants, ranging from casual beach bars to true fine-dining French cuisine."

DAY 2: Eastern St. Martin. There are wonderful stops on the eastern side of St. Martin. World-famous Orient Bay is here, as well as Pinel Island just offshore, which is a fantastic, sheltered mooring site. Alternatively, guests can choose to visit Tintamarre, an uninhabited island about two miles offshore featuring spectacular snorkeling.

"Stop at Tintamarre to sunbathe on the beautiful beach at Baie Blanche," suggests Dan Lockyer, Dream Yacht Charter's vice president of global tourism. "Then, sail on to Ile de la Fourche for sea turtle spotting and remote hiking trails with an impressive view."

DAY 3: St. Barths. From the eastern side of St. Martin, past Tintamarre and Ile de la Fourche, it's a straight shot to St. Barths, where visitors arrive in Gustavia Harbor. The entire island is accessible via a short taxi ride once you arrive in Gustavia, with clubs, bars, restaurants, or countless beaches at the ready.

"Make sure to explore little known Shell Beach and scenic













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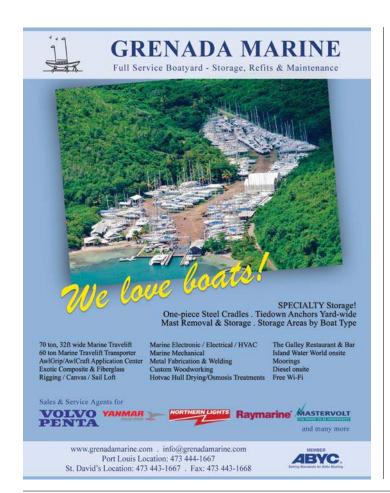
Saline Beach," says Dream Yacht Charter's Lockyer. Less than a mile from Gustavia, Shell Beach is famous for living up to its name with thousands of shells on the sand. Saline Beach is a secluded strip of sand bordered by the salty sea with a clothing-optional section.

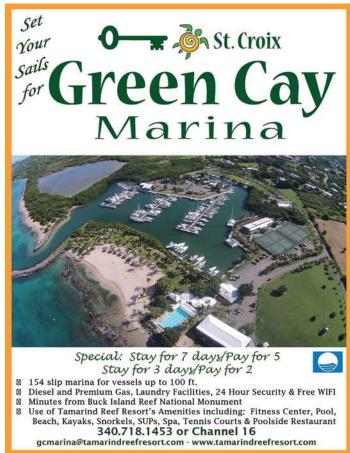
DAY 4: Anse de Colombier. Travel to the western tip of St. Barth to stay in this quiet bay. A welcome respite from bustling Gustavia, this bay is only accessible by boat and there are no hotels, restaurants or shops here. Anse de Colombier is a super snorkeling spot, known for oftentimes hundreds of large orange starfish.

DAY 5: Philipsburg. The capital city of Dutch St. Maarten, Philipsburg is perhaps the most 'touristy' part of this itinerary. This is where the cruise ships dock, so there are lots of shops, restaurants and even casinos downtown to choose from. "While there, I highly recommend taking a short taxi ride to Maho Beach, which is world-famous for being just next



to the airport and the airplanes approaching their landing just feet overhead. It is quite a unique and exhilarating experience, and makes for quite the photo opportunity," says The Moorings & Sunsail's Pedersen.



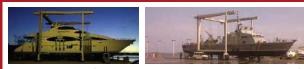




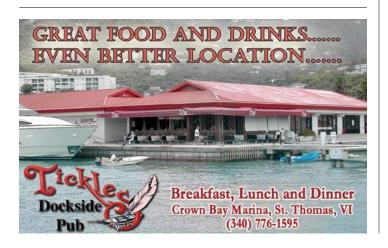




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DAY 6: Anguilla. For those who desire a quieter crowd-free charter experience, Anguilla is perfect. It's easy to spend a couple of days here. If there's just one day, then sail from Philipsburg to Road Bay, Anguilla to clear customs, then anchor in Crocus Bay to enjoy serenity at the edge of the world. There is something special about being here, on a yacht, facing northeast and knowing that if you just set sail you wouldn't see anything until you reached Iceland.

For those who do have an extra day or two, sail northwest a couple of nautical miles to the Prickly Pear Cays. There's spectacular snorkeling, soft sand beaches, and these uninhabited cays are an important seabird nesting area. An open-air restaurant here serves lobster, burgers and more for lunch.

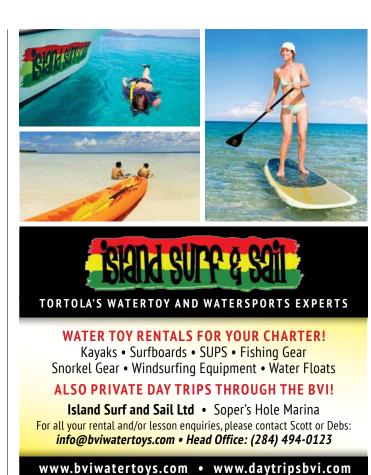
DAY 7: Return to St. Martin. Clear customs and enjoy your final day on the island before returning to the yacht in the morning.

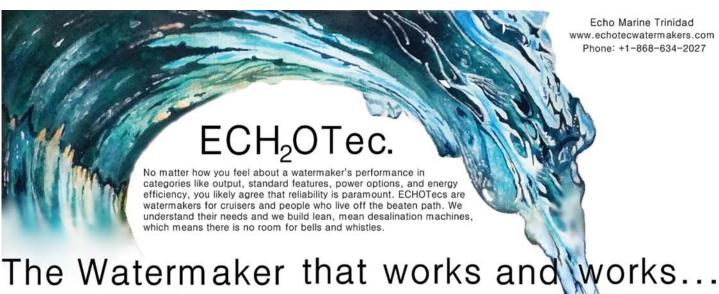
COVID-19 PROTOCOLS

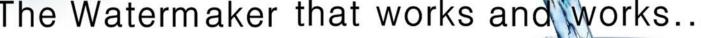


Policies regarding the COVID-19 virus are changing constantly globally as well as locally in the Caribbean. However, one fact that remains constant for guests to keep in mind that St. Martin/St. Maarten, Anguilla and St. Barths are different countries. To travel between them requires a passport, customs clearance, and each island will have its own CO-VID regulations. These regulations are subject to change over time, so be sure to confirm with official government websites what their current protocols and procedures are before you arrive.

















henever we stay in busy anchorages we are amazed how many cruisers still rely on diesel or gasoline generators. Especially on gray days generators start roaring on one neighboring boat after the other. With the variety of alternative energy sources that are available for reasonable prices nowadays it seems antiquated to burn long-dead dinosaurs and add to pollution.

We planned right from the start to go for an environmentally-friendly cruiser life-style and equipped the boat accordingly without a diesel or gasoline generator. Our 12-Volt watermaker runs directly on battery power and for AC power tools, household devices and chargers we have an inverter. We find that cruisers who have one AC appliance (e.g. a big watermaker) which they planned to run once a week in theory, tend to add more AC gadgets (washing



machine, dish washer, espresso machine, etc.) because the 'generator is running anyway' without realizing that each machine adds to their fuel consumption. Others motor a lot as 'they need to charge the batteries anyway.' It's all a matter of habit of course, but we don't feel that our lowcarbon-footprint philosophy makes our lives harder or less pleasant in any way. On the contrary: tacking across a lagoon is more fun than motoring into the wind and some-

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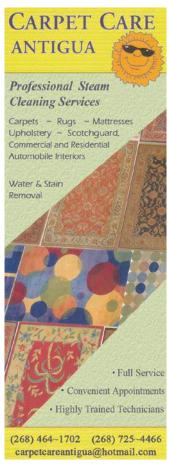
how, water made by sun rays seems to taste better than water made by diesel.

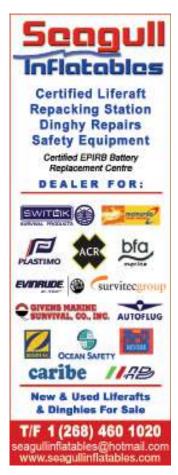
ASSESSING ENERGY REQUIREMENTS

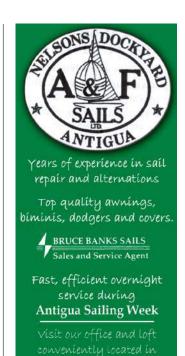
We underestimated our need for energy gravely when starting out with a wind generator and only 100 Watts of solar power, so we kept adding panels as souvenirs along the way. Purchasing in remote places is usually more expensive and ordering is a time-consuming and often nervewrecking process. It is therefore a good idea to tabulate energy requirements and equip the boat accordingly before setting out.

SOLAR PANELS

Solar panels form the basis of a green energy supply. Catamarans have plenty of space for panels, monohulls need more creativity. Pitufa's a monohull with a slim stern, so we installed two large panels on the radar arch and two more on the railing using aluminum profiles as mountings (see picture). We experimented with flexible panels on the bimini, but it seems they cannot cope with flexing fabric—both died within a year. Flexible panels that are installed rigidly on deck or on hard spray hoods or biminis yield better results. By now we carry 600 W of solar power—more than enough for our needs (watermaker, fridge, inverter, laptops, naviga-







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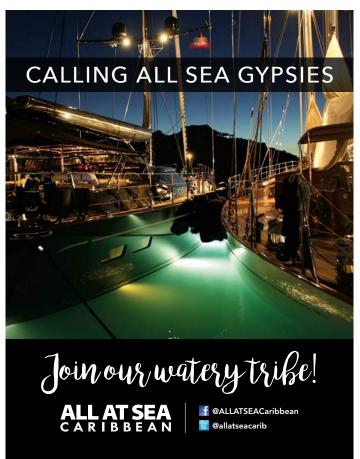
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tion instruments, etc.). We refrained from installing a freezers because of their greed for energy during the night—if you have one you'll need more solar panels, a larger battery bank (or lithium batteries that handle deep cycles much better), and/or a wind generator.

WIND GENERATORS

Wind generators keep the batteries full on gray days and during the night. Many brands lure customers in with amazing power-output graphs, but be careful: you don't want to buy a wind generator without listening to that model in action first! Many of the big ones sound like a helicopter taking off with a banshee as a pilot—annoying when it's installed on the neighboring boat, but imagine having it howling on your own radar arch day after day... Proprietors of such monsters either sleep with ear plugs or turn them off during the night, thus nullifying their main advantage of charging the batteries while the solar panels slumber during the dark hours. We are the happy owners of a small Rutland 914i, a model that is very reasonably priced and only announces its presence with a gentle hum, a friendly sound like a purring cat. It is not fantastically strong, but constantly adds some Amps and after a night with 15 knots of wind, the batteries are full in the morning.

TOW GENERATORS

During passages instruments and autopilot run all day, so consumption is higher, but often sails shade off solar panels, so production is lower. With the wind before or on the beam, the wind generator works nicely, but on downwind courses the apparent wind is less anyway and when the boat is rolling in high seas the generator starts spinning confusedly. In such conditions a tow generator helps keeping the energy budget on the positive side. Many of those models double as wind generators, but fixing them temporarily in the rigging is somewhat cumbersome, so many owners refrain from that effort. On Pitufa our wind vane steers the boat untiringly without the need for electricity, so we are fine without an additional towing generator.

No matter if you're active sailors or enjoy hanging out in bays, if you follow the sunny trade-wind routes or brave rougher areas—with the right mix of alternative energy sources you can save fuel costs, keep your carbon footprint low, neighbors happy and mother earth a tiny bit healthier!

Birgit Hackl, Christian Feldbauer and ship's cat Leeloo have been happy, green cruisers for ten years. Check out their blog www.pitufa.at for more info or follow them on face book.com/sy.pitufa!









hile patrolling a narrow cobblestone street in old San Juan, Puerto Rico I uncover the first bit of evidence that all is not what it seems.

Up to now my wife and I have been making like tourists in this colonial gem but when we turn on to Calle de la Fortaleza I leap into (metaphorically, at least) action, motivated by my observation of a marble plaque affixed to a wall outside the Barrachina restaurant claiming that Don Ramon Portas Mingot invented the Piña Colada on this very spot in 1953.

I have been hithertofore led to understand that this delectable drink was invented at the Caribe Hilton down the street. Something's wrong somewhere.

Whether tawdry tale, sordid saga or mere misunderstanding, I determine to get to the bottom of this, if I have to sample this cocktail in every bar from Fajardo to Aguadilla.

Such is my commitment to you, Faithful Reader. I will unravel the Great Piña Colada brouhaha.

Two days later I begin my investigation in earnest. With my wife and our friends Bob and Becca along to avoid suspicion, I proceed immediately to Barrachina's.

At a courtyard surrounded by wrought iron a crowd lines up to order a drink comprised of coconut cream, pineapple, rum and crushed ice. They've supposedly been doing it for nigh on half a century.

Upstairs in an elegant arched dining room, staff seems determined to distract me from my investigation. They regale me with cream-colored ice concoctions served in sundae glasses replete with maraschino cherry and pineapple wedge garnishes, decorated by whimsical rainbow-colored paper umbrellas. One, two. I lose count.

They further seek to deceive with an offering of seafood paella (almost as famous as Barrachina's Piña Coladas) followed by a floor show featuring beautiful women in swirling emerald skirts, the heart-thumping rat-a-tat-tat of Flamenco rhythms hampering my concentration.

Needless to say, I draw no closer to a verdict. Needless to say, I may in fact have to investigate further at this humble establishment with ambiance that could hold its own in seventeenth-century Madrid.

I determine to avoid further distraction next day when my enquiries take me to the Caribe Hilton's Barelito bar.



Here at the Caribe Hilton they have affixed, on plastic panels, a compelling body of evidence: a drink recipe, a copy of some sort of proclamation (real or counterfeit?), a claim about the origins of the Piña Colada. Supposedly Ramon Marrero invented it here in 1954.

A white marble bar adjacent to glass walls reclines under a surreal sculpture mobile suspended from a sky-reaching ceiling decorated with freeform shapes reminiscent of the waves that lash the nearby shore in full view of the bar itself. Tables and chairs are strategically placed through this airy room, punctuated by great pots sprouting greenery.

Agreeable these surroundings may be, I will not be distracted. I plunk myself down at the bar and fix a steely gaze on the bartender, a pleasant woman named Diane.

"I'd like to ask you a few questions."

She scans the bar nervously.

"First, could I get a round of Piña Coladas?"

Her relief is palpable, though I am not finished with her yet. When she brings the drinks I sip mine meditatively, ponder-





ing what we know and what we don't know.

In spite of a veritable web of deceit and prevarication, some facts are unassailable.

EXHIBIT A: Given the English name for the drink (very loosely translated as "smushed pineapple), its inventor wisely went with the original Spanish and infinitely more palatable "Piña Colada" (replete with that voluptuous accent over the "n".)

EXHIBIT B: Whoever claims mixological honors, there

seems to be consensus that the drink was devised with the goal of evoking the flavors and allure of Puerto Rico – a concoction as appetizing as the island itself. No mere coincidence that in 1978 the Piña Colada was officially declared the island's national drink.

EXHIBIT C: In addition to that singular honor, Piña Coladas are sufficiently iconic that they have their own special day. (Don't forget to mark July 10 – National Piña Colada Day – on your calendar.)

EXHIBIT D: After sampling the Caribe Hilton version, Hol-





CARIBE HILTON'S PIÑA COLADA

2 ounces rum 1 ounce cream of coconut 1 ounce heavy cream 6 ounces fresh pineapple juice ½ cup crushed ice

Mix rum, cream of coconut, heavy cream and pineapple in a blender. Add ice and blend further for 15-20 seconds. Serve with pineapple wedge and maraschino cherry for garnish.

lywood celebrity Joan Crawford declared it "better than slapping Bette Davis in the face."

But confusion still abounds.

Christopher Klein reports on History.com that another bartender at the Caribe, Ricardo Gracia, claims he invented the drink in 1954.

Wikipedia further muddies the waters with a claim that a local pirate came up with the original recipe in the 19th century.

Whether it's the reams of conflicting testimony or the influence of that second Piña Colada, my mind whirls in discombobulation.

Then the breakthrough.

"Way I heard it," says Diane, "both places deserve credit."

"You mean -?"

"Yes," she says, "he supposedly worked part-time here and part-time at Barrachina."

Mystery solved, though questions remain, one of which still haunts me, a question I pose to Diane in a voice cold and sharp as a conquistador's sword.

"Please ma'am, could I have another?"

MIXOLOGICAL NOTES

Should you seek other Puerto Rico attractions in addition to the best Piña Coladas in the Caribbean, go to www.discover puertorico.com



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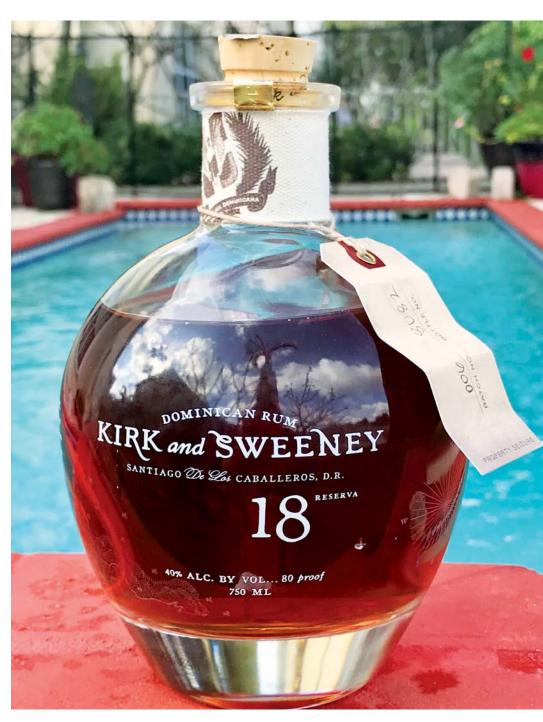
KIRK AND SWEENEY 18 YEAR OLD (DOES SIX YEARS MAKE A DIFFERENCE?)

RUM BY CLINT AND TERRY BORAM

ne of Terry's favorite rums is Kirk and Sweeney 12 year old. The buttery nose, vibrant palate and an amazing finish provide her comfort after a stressful day. It's no wonder there's not a drop of the rum in the house. Seeing the 18 year old on the shelf, we're curious if six more years of aging (and 20 more dollars) makes a difference in overall taste and experience.

The name Kirk and Sweeney pays homage to a rum-running schooner seized by the US Coast Guard in 1924 off the coast of Long Island, New York carrying 867 cases of rum. The Coast Guard "tag" on the bottle wants you to believe the rum was somehow connected to that shipment.

The rum is produced in the Dominican Republic by J. Armando Bermudez and Company for 3 Badge Beverage Corporation in Sonoma, CA. Bermudez, part of the three Bs of rum in the DR, dates back to 1852, and is among the largest rum distillers on the island. 3 Badge Beverage has a rich history in wine mak-



ing and is currently owned and run by fourth generation vintner August Sebastiani.

Kirk and Sweeney is made from blackstrap molasses, a byproduct of sugar refining. Blackstrap starts from sugarcane juice which is boiled to create cane syrup. A second boil creates molasses, then a third boil creates blackstrap molasses. Once distilled the rum is aged in American oak barrels. The 23 year old consists of at least 51% rum aged at least 23 years with the remaining 49% being a mix of rums whose average age is 23 years old.

The 12 year old had a buttery nose with notes of vanilla, almond and caramel. Those notes skipped the palate and headed right for the finish which warmed the soul and invited you back for more. The palate eventually opened up but the finish was definitely the star of the show.

REVIEW

The 18 year old presents itself as soon as you uncork the bottle. The nose is somewhat sweet with hints of chocolate, coffee and butterscotch. The palate is where this rum shines. Notes of baking chocolate, apricot, tobacco and florals compete for your attention. The sweetness from the nose is gone allowing layers upon layers of flavor to come through. The finish is less exciting, with hints of oak and port wine, dissipating as soon as the liquid passes. That's okay though, you want to get back to the palate.

OVERALL

At \$49/bottle the Kirk and Sweeny 18 year old presents as a more complex sipping rum inviting exploration. Where the 12 year old was all about the finish, the 18 year old gives you so much on the palate that you don't want to finish. Terry still prefers the 12 while Clint really enjoyed the 18. Both bottles will now be stocked at Casa Boram.

4 OUT OF 5

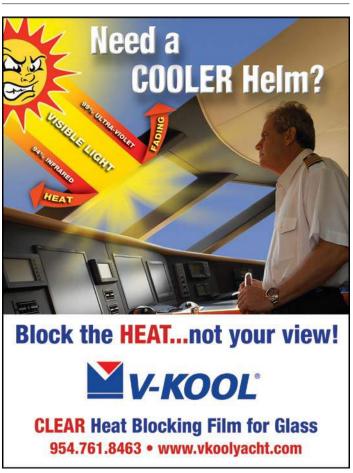


SIPPING RUM SCALE

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

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





CARIBBEAN MARINAS All At Sea's Caribbean Marinas Guide

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Antigua	Falmouth Harbour Marina www.antigua-marina.com	268-460-6054	20′	380′	60	•	110/220/380 3 phase	•	•	•		•	•		•	68/10	•
Antigua	Jolly Harbour Marina www.jhmarina.com	268-462-6042	13′	200′	160	•	110/220		•	•	•	•	•	•	•	68	FREE
Aruba	Renaissance Marina Aruba	297-588-0260	13′	200′	50	•	110/220		•				•	•	•	16/69	•
Aruba	Varadero Caribe www.varaderoaruba.com	297-588-3850	8′	120′	75	•	50/30 amp				•			•	•	68	•
Curaçao	Curaçao Marine	5999 465 8936	13′	120′	30	•	110/220/380		•		•	•	•		•	67	FREE
Curaçao	Curaçao Yacht Club www.curacaoyachtclub.com	5999-767-4627	16′	160	120	•	110/220 v; 50 hrz		•	•	•			•	•	68	FREE
D.R.	Casa de Campo Marina	809.523.8646/ 8647	16′	250′	350	•	110/220 v to 60 hrz	•	•	•	•	•	•	•	•	68	•
D.R.	Marina Zar Par	809-523-5858	12′	120′	110	•	110/220, 308	•	•	•	•	•	•	•	•	5	FREE
D.R.	Ocean World Marina	809-970-3373	12' +	250′	104	•	110/220	•	•	•	•	•	•	•	•	16/68	•
Grand Cayman	Barcadere Marina	345-949-3743	8′	150′	83	•	30, 50, 100 & 200 amp single phase; 100 & 200 amp 3 phase; 60hz		•	•	•		•		•	16	FREE
Grenada	Clarkes Court Boatyard & Marina	473-439-3939	11′	150′	20	•	110/220; 50hrz				•	•		•	•	68	FREE
Grenada	Grenada Marine	473-443-1667	15'	70′	4	•	110/220		•		•	•		•	•	16	FREE
Grenada	Le Phare Bleu Marina	473-444-2400	15′	120′	60	•	110/220/480		•	•	•	•	•	•	•	16	FREE
Grenada	Port Louis Marina	473-435-7431	14.76′	90m	170	•	110/208/220/230/240/ 400/480/630V	•			•	•	•	•	•	14	FREE
Grenada	Whisper Cove Marina www.whispercovemarina.com	473-444-5296	15′	100′	18	•	110/220, 50hrz				•	•	•	•	•	68	•
Guadeloupe	Marina Bas-du-Fort	590 590 936 620	15.5′	210′	1,100	•	110/220/380		•	•	•	•	•	•	•	9	FREE
Jamaica	Errol Flynn Marina & Shipyard	876-715-6044	32'	600′	33	•	110/220/480 1&3PH 50/60HZ	Cable	•	•	•	•	•	•	•	16/9	FREE
Panama	Bocas Marina www.bocasmarina.com	507-757-9800	20′	150′	83	•	110 -220v		•		•	•	•	•	•	68	FREE
Panama	Red Frog Beach Marina redfrogbeach.com	+507 6726-4500	20′	300′	84	•	50 Amp 110/220V 60 Hz, 100 Amp 220V 60 Hz, 200 Amp 480V 60 Hz 3-phase		•	•	•	•	•	•	•	68	•
Panama	Shelter Bay Marina	507-433-3581	20′	320′	192	•	60 HZ, 120/240V 50-Amp, 100 Amp Single Phase, 208V	•	•	•	•	•	•	•	•	74	•
Puerto Rico	Club Nautico de San Juan	787-722-0177	31′	250′	121	•	110 volts / 220 / 480 for megayachts		•	•	•	•			•	16/10 68	•
Puerto Rico	Marina de Salinas	787-824-3185	10′	65′	103	•	120/220V, 30/50 amp		•	•	•	•	•	•	•	16	•
Puerto Rico	Marina Pescaderia www.marinapescaderia.com	787-717-3638	8′	115′	99	•	30, 50, and 100 amp		•	•	•	•	•	•	•	16	FREE
Puerto Rico	Ponce Yacht & Fishing Club	787-842-9003	20′	150′	169	•	110/220V, 30A, 50A and 100A		•	•	•	•		•	•	68	FREE
Puerto Rico	Puerto Del Rey Marina	787-860-1000	15′	260′	1,000	•	120/208V single & 3 phase; 30, 50,100 & 200 amps; 60 Hz	Cable	•	•	•	•	•	•	•	16/71	FREE
Scrub Island, BVI	Scrub Island Resort, Spa & Marina www.scrubisland.com	(284) 394-3440	30'	160′	55	•	30, 50 & 100 amp				•	•	•	•	•	74	•
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St. Croix	Green Cay Marina at Tamarind Reef Resort	340-718-1453	8′	100′	154	•	110/220V - 30A, 50A, 200A	•	•	•	•	•		•	•	16	FREE
St. Croix	St. Croix Marine	340-773-0289	11′	150′	44	•	110/220	•	•	•	•	•	•	•	•	16/18	
St. Lucia	Rodney Bay Marina www.igy-rodneybay.com an Gy destination	758-458-7200	14′	285′	253	•	120V- 480V, 30/50/100/ 125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	•	•	•	•	•	•	•	•	16	FREE
St. Lucia	The Marina at Marigot Bay	758-451-4275	16′	250′	40	•	110/220/380, 50/60 Hz	Cable	•	•	•	•	•	•	•	16/12	•
St. Maarten	Bobby's Marina www.bobbysmarina.com	721-542-2366	12′	130′	80	•	110/220V		•	•	•		•	•	•	16/69	•
St. Maarten	Island Water World Marina	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	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

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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	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 4 5	•		•	•	•	•	•
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 4 5	•	•	•	•	•	•	•
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 4 5	•	•	•	•	•	•	•
Virgin Gorda, BVI	Virgin Gorda Yacht Harbour	18. 45222	-64. 43750	284-495- 5318	10	150	34	no limit	110/120	7am- 6pm	70 4	•		•	•	•	•	•
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 4	•		•	•		•	
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 4	•	•	•	•	•	•	•
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 4	•	•	•	•	•	•	•
St. Kitts	St. Kitts Marine Works	17° - 20.3′N	62° - 50.1′W	1-869-662- 8930	12′	120′	35′	no limit	110/220/3 phase 100amp	7-4 M-F	150			•	•		•	•
St.Thomas, USVI	Subbase Drydock	18 N	65 W	340-776- 2078	16.5′	190′	50′	no limit	440 three phase/220/110	8-5, Mon- Sat	1000			•		•	•	•
Turks & Caicos	Caicos Marina & Shipyard	21.45. 57N	72.10. 47W	649-946- 5600	9	150			30/50/110 amp	24x7	75 4	•		•	•	•	•	•

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SOUTHEAST U.S. MARINAS

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

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

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SOUTHEAST U.S. BOATYARDS

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

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

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VIEQUES, PUERTO RICO. Casa Elegante is a gem of a 3 BR/3 BA residence located in Isabel Segunda with many top-of-the-line, high-end, and luxurious features. Set in the hills, it offers 200-degree views of the Caribbean Sea to the North and El Yunque to the West and is a short walk away from the town's restaurants and shops. The Master bedroom leads to a sundeck equipped with an outdoor shower, wet bar and an 8 x 40-foot pool. A 2000 square foot roof deck is ideal for sunbathing and entertaining. Price: US \$549,000

BOB GEVINSKI, Paraiso Realty BGevinski@gmail.com | www.paraisorealtypr.com Cell: (787) 900-8909



ST. CROIX, USVI. Big, beautiful, nearly ½ acre hillside building lot with sweeping views of the island's southeast shore. Paved roads maintained by active Homeowners Association. Walk to the beach, bike to the St. Croix Yacht Club. Offered for quick sale at a reduced price. Price: US \$50,000

JULIET SAN MARTIN, RE/MAX St. Croix julie@teamsanmartin.com | www.teamsanmartin.com Office: (340) 773-1048 | Cell: (340) 690-9040



ST. THOMAS, USVI. Relax in the pool while you watch the boats travel through Current Cut and by Christmas Cove. This beautiful 5 BR/4 BA family home, set above the St. Thomas Yacht Club, comes with two bedrooms below that can be rented as an apartment. Large kitchen with open floor plan extending into the dining area and living room. Over 1350-sq-ft of covered exterior space perfect for outdoor living. There is a combined area of almost 2500-sq-ft of outdoor space for entertaining or relaxing. Price: US \$2,475,00

SCOTT NEWLAND, Newland Real Estate scott.newland01@gmail.com vibeachfrontproperties.com | Cell: (504) 810-5283



ST. JOHN, USVI. Irreplaceable at \$594 sq ft! Watch the sunrise and set from this elegant 5 BR/6BA luxury villa set on a 1-acre South Shore hillside. Private sumptuous master ensuite. Spacious entertainment terrace includes a bar, half bath, heated pool and spa. Extensive stonework accented by lushly landscaped tropical gardens creates an exquisite and gated paradise. Beautifully furnished. Sold turnkey. Price: US \$4,200,000

MARY NICKBARG, American Paradise Real Estate, Inc. marynickbarg@gmail.com | www.marynickbarg.com Cell: (340) 513-2477





VIRGIN GORDA, BVI. Located in the upscale residential resort of Nail Bay, Turtle Bay Villa is a very rare, walk-down-to-the-beach property. The 3 BR home is located at the top of the hill overlooking the beach and has a large outside deck with a large pool. All bedrooms have en-suite baths with two of the bedrooms on one side of the living area and the remaining third bedroom on the other side. Residents can enjoy resort amenities like a new Sports Club and restaurant. Price: US \$2,500,000

BONNIE DOUGALL, Luxury Properties BVI bonnie-bvi@realestatebvi.com | dougall-luxury-bvi.com Office: (284) 495-3003 | Cell: (284) 346-7080



NORTH SOUND, ANTIGUA. Set in a private, upscale residential community called 'The Peninsula', this spacious 7000-sq-ft 4 BR/4 BA estate home is perfect for those seeking privacy and seaside living. Designed in harmony with the environment, the large veranda extends the length of the house connecting all rooms and offers an indoor/outdoor living experience. The villa offers the added benefit of easily mooring of a large sailing/motor yacht off the property. Price: US \$2,450,000

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TOBAGO. Beautiful well maintained 5-BR/4.5-BA villa. Open plan concept with French doors leads to a large verandah with lovely sea views over the island's south coast. Includes a unique floating staircase to the upper level, laundry/utility room, 2-car garage, entrance gate, security alarm system and more. Centrally located in a quiet residential area close to all amenities. Excellent retirement or rental income property. Price: US \$650,000

BRIAN ABRAHAM, Abraham Tobago Realty abrahamrealty@gmail.com | abrahamrealty.com Whatsapp: (868) 678-8687



KRALENDIJK, BONAIRE. Enjoy magnificent Caribbean Sea views and easy ocean access from this 2 BR/2 BA condo. Located on the Boulevard, it is just a short stroll to restaurants, shops and dive facilities. Beautifully decorated with quality furnishings; sold furnished. The large ocean-facing terrace has doors that can be opened to create one huge open living area together with the living room, dining area and fully equipped kitchen. Complex features a swimming pool, private parking and locked entry gate. Price: US \$475,000

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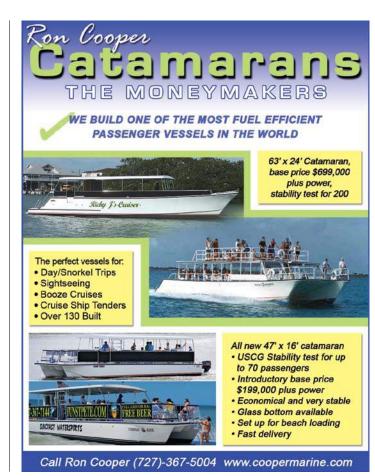
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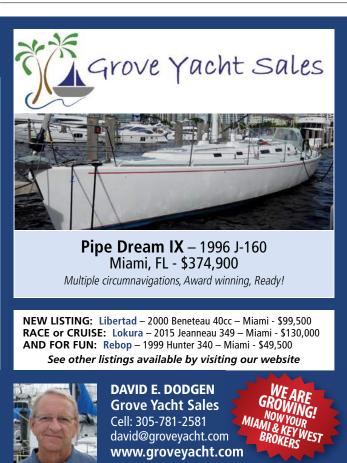
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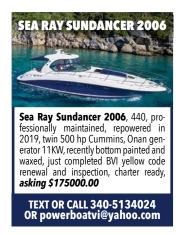
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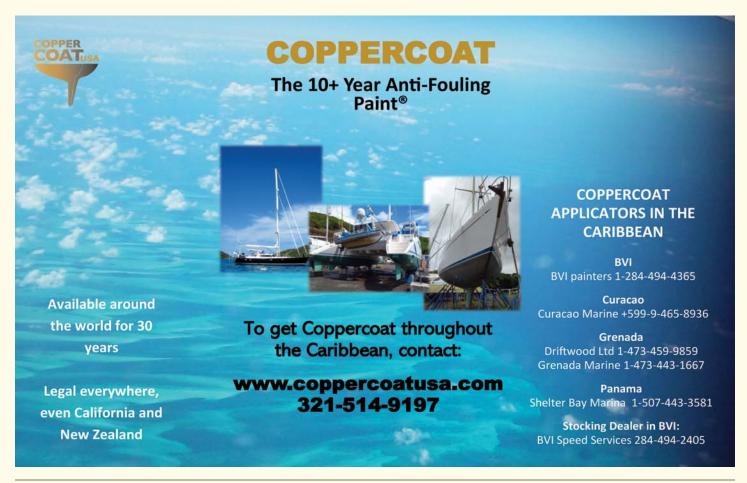
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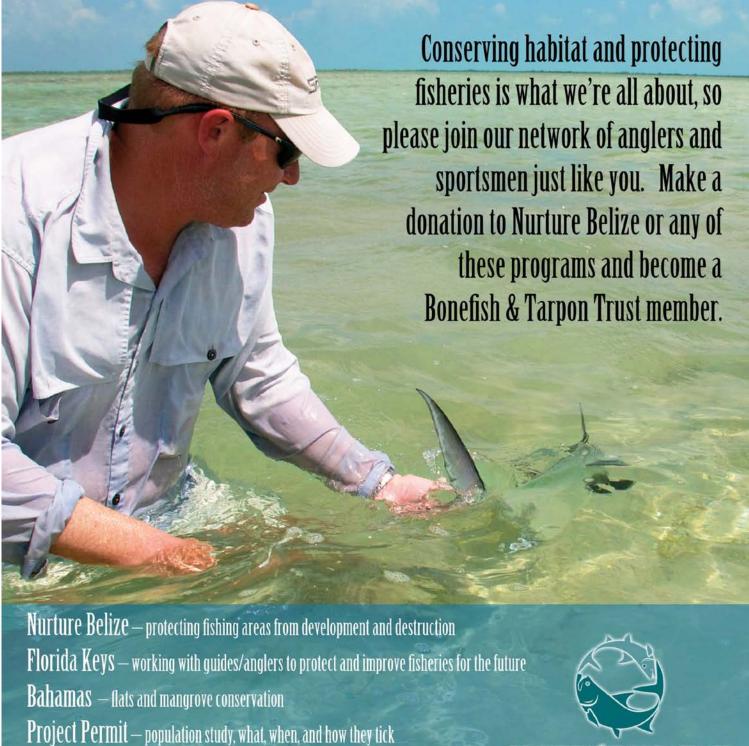












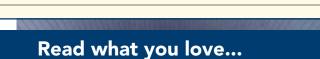
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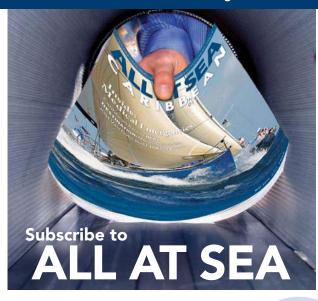
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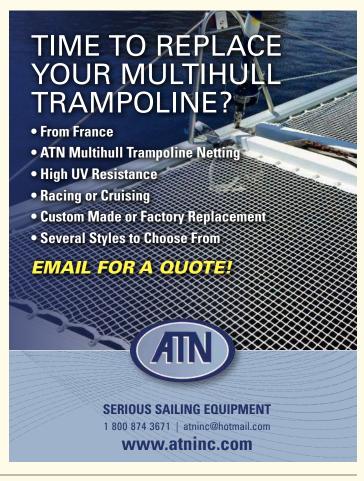
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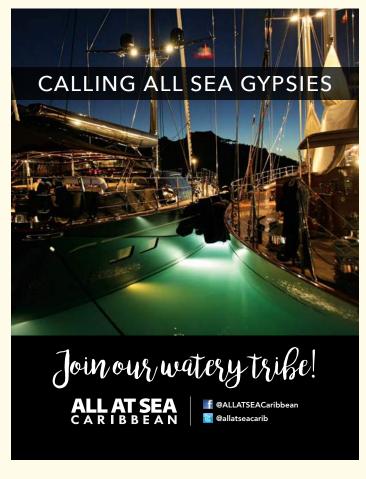


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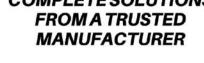
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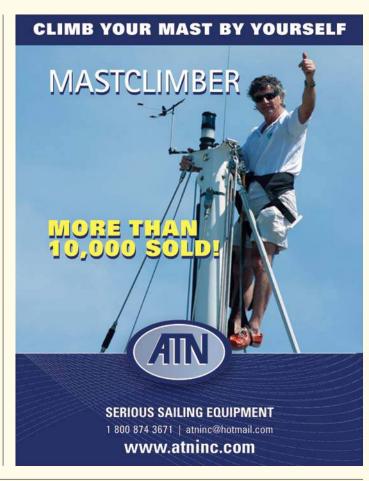
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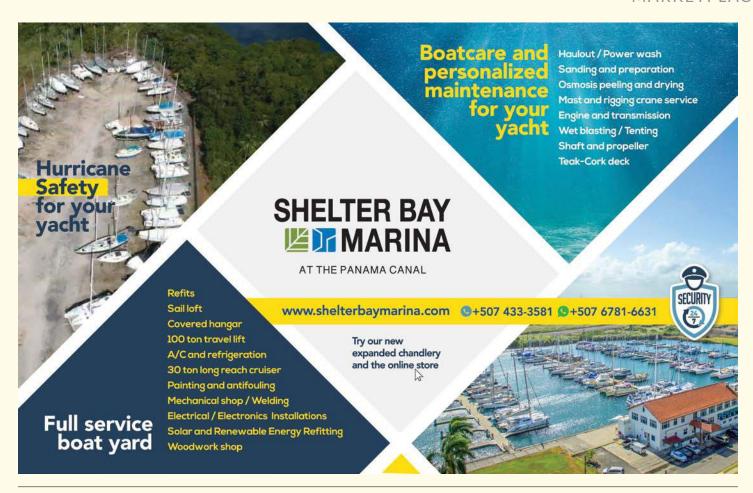
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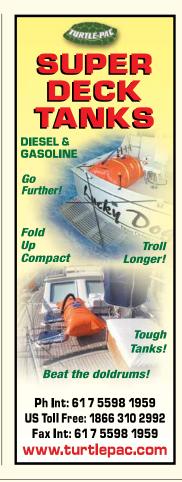
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YACHT HARDWARE & RIGG-ING TECHNICIAN GOLD COAST YACHTS, in the US Virgin Islands, is seeking to immediately fill a fulltime position for a YACHT HARDWARE AND RIGGING TECHNICIAN. Gold Coast Yachts is a successful multihull manufacturer specializing in composite power and sailing passenger vessels. The position includes setup and installation of rigs, sails, deck hardware, and safety equipment. We are looking for applicants with significant sailing, rigging, and hardware experience.



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Employment

Interested individuals should visit www.goldcoastyachts. com to view the full position description.

YACHT DESIGNER GOLD COAST YACHTS, in the US Virgin Islands is seeking applicants for the fulltime position of YACHT DESIGNER. This position is part of the in-house design and engineering team of a successful custom composite multihull manufacturer. Good computer and organization skills are required. Exact duties will be tailored to individual. Experience or training in CAD drafting, 3D modeling, small craft design, ship systems, and sailing is desired.

PRODUCTION MANAGER

GOLD COAST YACHTS, in the US Virgin Islands is seeking applicants for the full-time position of PRODUCTION MANAGER. This management position is responsible for leading and organizing the construction of several custom composite multihulls with multiple supervised work teams, in different locations and various stages of construction. Good coordination with production staff, supervisors, design team, management, and office staff is required. Extensive experience building composite vessels is a must.

FAST GROWING YACHT MANAGEMENT COMPANY IN GRENADA SEEKS QUAL-IFIED MARINE MECHANIC/ TECHNICIAN. ABYC certification in one or more of systems / marine diesel / marine electrical / AC refrigeration preferred. Applicant should also possess several years work experience in the marine industry. Preference will be given to applicants from OECS countries. A competitive remuneration package will be offered. Please apply with a detailed CV including education and

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appy Fun February! I like to use seasonal produce and the winter season has some super veggies to make satisfying meals. Also have a yummy treat that is great for Valentine's Day. Have some for breakfast, life is uncertain, so start your day right!

SHRIMP OVER BROWN RICE WITH BLACK BEANS. **AND GREENS**

Preparation time: 15 minutes. Cooking time: 20 minutes. Serves: 4

- 1 cup long grain brown rice.
- 1 Tbsp. coconut oil
- 1 onion, peeled and thinly sliced
- 3 garlic cloves, minced
- 1 Tbsp. grated fresh ginger
- or 1 tsp. ground 1 Tbsp. grated fresh turmeric
- or 1 tsp ground

Pinch of salt

½ tsp. freshly ground black pepper 3/4 cup vegetable or bone broth

1 bunch leafy greens kale, swiss chard, or spinach, washed and shredded

1 (15 oz) can black beans, drained 1 lb. medium sized shrimp, cooked Juice of half a lemon

or more to taste

2-1/2 cups vegetable stock

1 (4 oz) bag mixed water-

cress, rocket, & spinach

1/3 cup no fat plain yogurt

Cook the rice according to package directions, set aside. Heat coconut oil in a large frying pan. Add onion and garlic, sauté a few minutes until softened. Add ginger, turmeric, pepper and salt. Stir and mix thoroughly. Pour in broth, stir and add greens. Cook until greens are softened. Add beans and heat through. Add cooked shrimp and heat. Squeeze generously with lemon juice.

To Serve: Place half cup cooked rice in the center of each warmed serving plate. Top with greens and shrimp. Enjoy!

SUPERGREEN SOUP WITH YOGURT AND PINE NUTS

Preparation time: 5 minutes. Cooking time: 25 minutes. Serves: 2

2 tsp. coconut oil 1 small onion, chopped

Pinch of salt 2 garlic cloves, minced

1 potato, cut into small cubes

GARNISH: Pine nuts, toasted and Chilli oil, optional

Heat the oil in a medium-size saucepan over low-medium heat. Add the onion and pinch of salt; cook slowly, stirring occasionally for 10 minutes until softened, but not browned. Add garlic and cook 1 minute more. Add potato followed by stock. Simmer 10-12



minutes until the potato is cooked. Add a bag of greens and let them wilt for a minute or so. You can then pour all into a blender and blend until smooth, or serve as is, chunky. Serve with a dollop of yogurt, some toasted pine nuts and a drizzle of chilli oil.

HEALTHY CHOCOLATE TREAT

Preparation time: 10 minutes. Serves: many

1st Layer:

3.5 oz. organic unsweetened chocolate 85% or 95% 1/3 cup full fat unsweetened coconut milk ½ tsp. stevia or to taste

Make the 1st layer: In a heavy bottom sauce over medium-low heat, place chocolate, coconut milk, and stevia. Stir until all melted and mixed together. Pour into an 8 inch x 4 inch glass dish and smooth over.

2nd Layer:

5 oz. organic unsweetened chocolate 85% or 95% 1/3 cup full fat unsweetened coconut milk ½ tsp. stevia or to taste

3 Tbsp. chopped nuts – almonds or pecans

Make 2nd layer: In same heavy bottom saucepan over low heat, place chocolate, coconut milk, and stevia; when blended, mix in chopped nuts. Mix well and spread over 1st layer. Chill overnight. Slice, serve and enjoy! 0

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







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BAHAMAS	Harbourside Marine Ltd.	Nassau	+242-393-3461
BAHAMAS	Longs Marine	Freeport	+242-352-2219
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BERMUDA	A & P Marine Ltd.	Hamilton	+441-295-2329
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SURINAME	Datsun Suriname N.V.	Paramaribo	+597-477-811
TRINIDAD AND TOBAGO	Elee Agencies Ltd. (Outboard motors)	Port of Spain	+868-623-1221
TRINIDAD AND TOBAGO	Green's General Cycle Ltd. (Waverunners)	Curepe	+868-663-2453
TURKS AND CAICOS SLANDS	MPL Enterprise Ltd.	Providenciales	+649-431-0376
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