





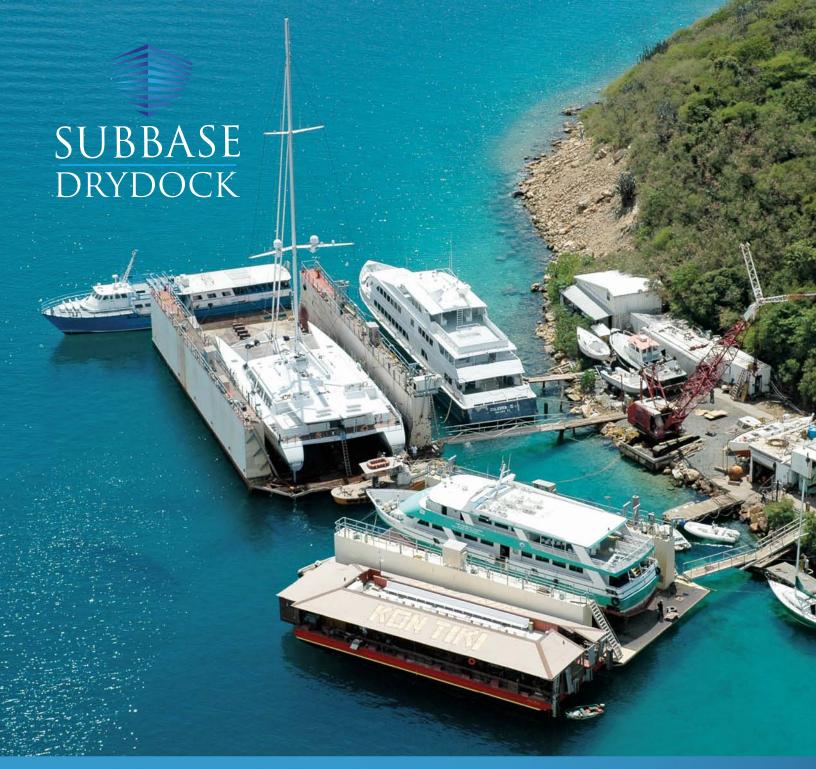
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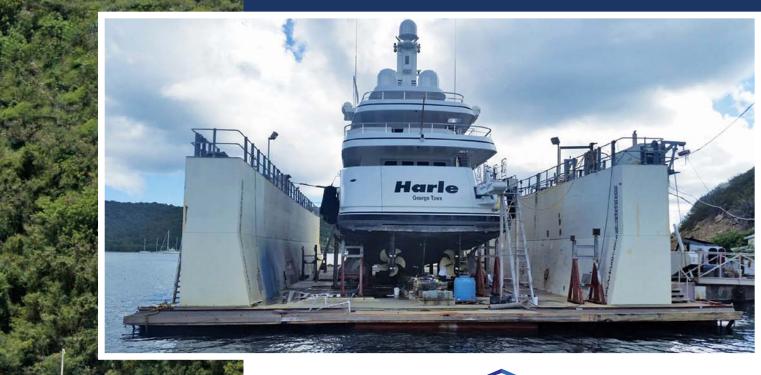
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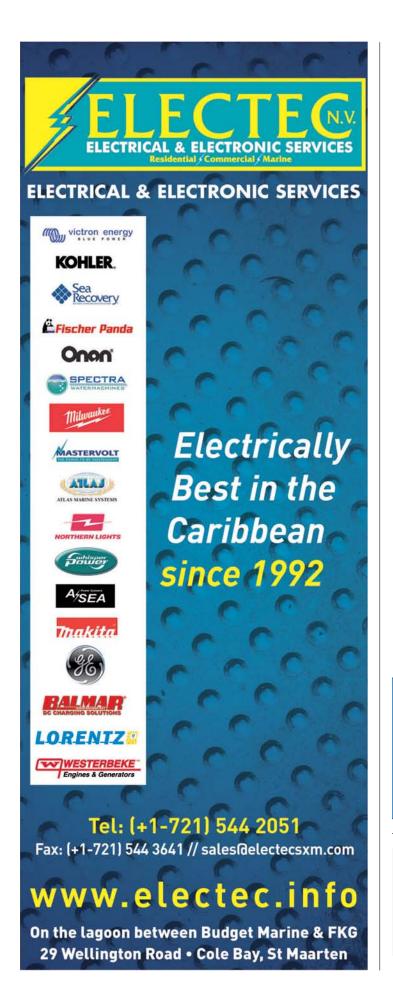
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PUERTO RICO'S PUERTO DEL REY JOINS SPEEDY DOCK

The ability to go boating is now in the palm of your hand if your vessel is at Puerto Del Rey in Fajardo, Puerto Rico. This 1,000plus marina, with extensive land-based storage and repair facilities, is the first and only one on the island to join Speedy Dock. Speedy Dock is an application that provides boat owners with an efficient way to track their vessels and schedule a launch request through mobile devices. This digital addition is among the latest technologies Puerto Del Rey has employed to serve its customers efficiently, and most importantly virtually, given the need for safety due to the global pandemic.

"We are always searching for new technologies that will enable us to improve our client services," says Carolina Corral, Puerto Del Rey's chief executive officer. "Upon evaluating different alternatives, we opted for a system that allows our clients to accelerate a launch request when arriving at the marina without having to step foot in the client service office or calling. All requests made through Speedy Dock are reflected immediately in the Marina. With just the touch of a button, the client's boat will be scheduled to be splashed. We hope that this app allows our customers to plan their weekend ahead and focus on what's more important - enjoying their time at sea"

The Speedy Dock application can also manage marina transaction history, enable welcome messages and geofencing, the addition of photos, and the reporting of situations (if necessary), among other tasks. Download the Speedy Dock application through Google Play or the Apple Store for free. puertodelrey.com

GRENADA NAMED NEW FINISH FOR WORLD CRUISING CLUB'S 2021 ARC+

There's a spicy finish in store for sailors in the ARC+ in 2021. The World Cruising Club's (WCC) ninth annual transatlantic rally, which departs from Gran Canaria on November 7 with a stopover at Mindelo Marina in Cape Verde en route to the Caribbean, will make landfall this year at Camper & Nicholson's Port Louis Marina in Grenada. This southern Caribbean island has long been known as the 'Spice Island' due to its abundant



nutmeg, allspice, cloves and cinnamon production. Some say you can smell these aromatic spices in the breeze on arrival.

"We are delighted to be working with the Grenada Tourism Authority and Camper & Nicholson's Port Louis Marina to give the ARC+ participants an exciting Caribbean arrival experi-





ence, and to bring the fleet together for the first time," says the WCC's Andrew Bishop. "We also hope that those crews that head northwards after their arrival will be able to explore Grenada and enjoy some of the best cruising in the Caribbean as they head north."

Port Louis Marina is delighted to be the host venue for this year's ARC+, according to Charlotte Fairhead, marina manager. "Our marina has recently undergone a fantastic renovation, with extra facilities for an additional 90 new berths, ranging from 40- to 72-foot. This enables us to be a premium destination to host international sailing events. We are so excited to welcome the ARC+ and look forward to all of the participants feeling at home at Port Louis Marina for the forthcoming season."

The traditional, direct ARC route, which departs Las Palmas de Gran Canaria two weeks after the ARC+ start, will sail to IGY's Rodney Bay Marina in Saint Lucia. The ARC+ destination change helps to ease pressure on facilities in Saint Lucia and spread boats around within the southern Caribbean. www.worldcruising.com/arc_plus/event.aspx, en.cnmarinas. com/port-louis-marina/

100 NEW TRANSIENT MOORINGS TO BE INSTALLED IN THE USVI

It will soon be easier and more environmentally friendly to cruise the U.S. Virgin Islands. In March, the territory's senate approved the strategic placement of 100 new helix-type moorings for transient yachts in bays throughout the U.S. Virgin Islands. The moorings will be placed and maintained through a public-private partnership between the USVI's Department of Planning and Natural Resources (DPNR) and the Virgin Islands Professional Charter Association (VIPCA).



)

The current COVID-19 pandemic has created an even greater need for moorings. Over the past year, more vessels have anchored in the territory's bays for both business and pleasure as borders in other Caribbean islands have closed. Most noticeable is that with the British Virgin Islands' seaports closed until recently, USVI-based charter yachts that would typically include the BVI on their itinerary, are now focused on charters solely in the territory, thus increasing vessel traffic significantly.

"Securing this permit was the last permitting hurdle to the installation of these new moorings," says DPNR Commissioner, JP Oriol. "I think this represents exciting growth and development for the U.S. Virgin Islands. Consider that despite not having cruise ships for a year now, the Governor stated in his State of the Territory address that the Government of the VI had 30 days of cash on hand. I think that is due to diversifying our economy. In the past year, instead of the usual 200 to 300 vessels in the territory, we've had some 750 between territorial and the federal waters of the Virgin Islands National Park. This represents both recreational yachts and charter boats that have moved their businesses back to the territory."



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WORLD-CLASS RE-DESIGN & RECONSTRUCTION FOR HURRICANE HOLE SUPERYACHT MARINA AT PARADISE LANDING IN THE BAHAMAS

It was once called Hog Island, but even before it was renamed Paradise Island, this Bahamas outpost has attracted the rich and famous. J.P. Morgan, Vincent Astor and Howard Hughes were members of the 'Porcupine Club' here in the early 1900s. Later, Donald Trump, Merv Griffin and other celebrity businessmen flocked here to develop a palatial playground for the rich and famous. Now, a spectacular expansion and reconstruction of the half-century-plus famous Hurricane Hole Marina into the Hurricane Hole Superyacht Marina at Paradise Landing will make this one of the most exclusive places to berth in the Caribbean when it reopens at the end of 2021.

"This will be a new dimension in yachting in the Bahamas and luxury living on Paradise Island," said David Kosoy, Executive Chairman & Founder of Sterling Global Financial, the project's developer, manager, and owner. "With great respect for Hurricane Hole's place in the rich history of Paradise Island and The Bahamas, we are committed to redeveloping this famous marina into a premier yachting destination and a place for the community to enjoy."

The rebuilt Hurricane Hole Superyacht Marina at Paradise Landing will feature docks up to 420 feet and 6,100 linear feet of deep-water floating and fixed concrete docks. The marina sea walls are designed to reduce wake and wave action in all conditions. The five-star marina will provide 24-hour security,

on-site Customs & Immigration services, 400-amp, 480-volt power, fuel and pump-out service, laundry, shower, and dressing room facilities. There's also a master-planned yachting village that will include luxury dockside residences, world-class retail, fine dining and extensive amenities designed for owners, guests and yacht crew. Finally, at just 120 steps from the world-renowned Atlantis Resort, owners at Hurricane Hole have immediate access to the resort's 40 restaurants and bars, luxury shopping, waterpark, and casino. paradiselanding.com

U.S. VIRGIN ISLANDS' SAILOR EARNS SPOT ON **TEAM USA IN WOMEN'S 470 FOR TOKYO OLYMPICS**

She started sailing at age 6 at the St. Thomas Yacht Club and represented the U.S. Virgin Islands in several local, national and international Optimist and 420 events. In fact, St. Thomas Nikole 'Nikki' Barnes and St. John's Agustina Barbuto earned a bronze medal at the 2011 ISAF Youth Worlds in Zadar, Croatia, in the 420. Fast forward, U.S. Coast Guard LTJG Barnes and crew Lara Dallman-Weiss qualified for Team USA to represent the U.S. in the Women's 470 at the Olympics this summer in Japan. Barnes and Dallman-Weiss teamed up in 2018, a year after Barnes graduated from the U.S. Coast Guard Academy where she was named Quantum Sailor of the Year in 2016 by leading the Lady Bears to a National Championship. She then received a special support billet from the U.S. Coast Guard to train for the Olympics. The duo's successful qualification over two other U.S. women's teams at the 2021 470 World







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Championships in Vilamoura, Portugal, March 5-13, makes Barnes the first active-duty U.S. Coast Guard officer, male or female, to compete in the Olympics, in any sport. Dallman-Weiss is a three-time skipper and crew of the year at Eckerd College, U.S. Sailing Development Team member in the 470 class in 2013, and North American champion in the Farr 40 class. Barnes and Dallman-Weiss are coached by Robby Bisi, who a decade ago also coached Barnes and Barbuto.

"Growing up in St. Thomas, I first got into the sport of sailing and since we always have incredible wind and waves, I learned to love it. This Olympic qualification is a stepping-stone. We are so proud of how we've done and we're so hungry for more. After a break, we'll get back on the water and finish what we originally started out to achieve – Gold in Tokyo," says Barnes.

The sailing portion of the 2020 Summer Olympic Games will take place in Enoshima, July 25 to August 4, 2021. Specifically, the Women's 470 Class will sail July 28, 29, 30, August 1, 2,

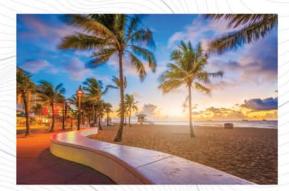


with the Medal Race on August 4. https://tokyo2020.org/en/sports/sailing/

To support LTJG Barnes and Dallman-Weiss, donate to the U.S. Coast Guard Academy Alumni Association's (USC-GAAA's) Elite Athletic Excellence Fund (www.cgaalumni.org/eliteathlete). To follow the team's road to Tokyo, visit: http://perfectvisionsailing.com/



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MAY 2021 EVENTS

BY CAROL M. BAREUTHER



MAY 6:

Heading North: Chesapeake Bay Meander.

If you're cruising north to the U.S. this spring, then mark your virtual calendar for this interactive webinar presented over ZOOM by the Seven Seas Cruising Association (SSCA). Ed Tillett, who is editor-in-chief of Waterway Guide Media, will share his expertise and knowledge about the weather, tides, charts, gunkholes and anchorages in these protected waters along the states of Maryland and Virginia. The SSCA's Event Schedule for webinars is at www.ssca.org. The webinar will be recorded for later viewing on the SSCA YouTube Channel (www.youtube.com/channel/UCMmDqKGaeS0LqP86vPYsC-MQ) and on Seven Seas University (www.ssca.org/SSU).



Seven Seas Cruising Association



MAY 14 - 16:

St. Thomas Yacht Club Invitational Regatta, St. Thomas, USVI.

Launched last year, this second annual invitation-only event



is set to welcome some 15 IC24 teams representing the USVI, Caribbean, USA and potentially Europe as well as sailors single-handing 8 Hobie Waves. The Club-owned IC24s and Waves, managed by the Club's St. Thomas Sailing Center,





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make it easy for teams to fly in and sail without the need to BYOB (bring your own boat). One-design racing in these boats, as shown last year, can be extremely competitive. "This event consists primarily of short course college-style racing with three crew per boat and no spinnaker for the IC24s," says Dave Franzel, Sailing Center director and regatta organizer. The plan is to grow this event into a major international regatta with invitations issued to some of the world's top sailors. stthomassailingcenter.com

MARCH 15:

BVI Dinghy Championships, Tortola, BVI.

Twenty-five to thirty entries in Optimist, RS Feva and Laser (Standard, Radial and 4.7) are expected to race in this one-





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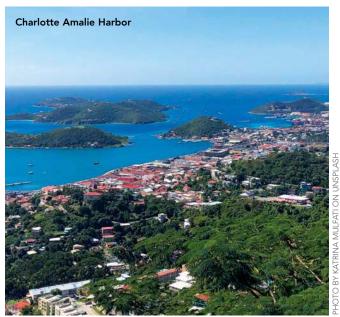








day event, first started in 2002. "Unfortunately, it is uncertain as to whether we can welcome overseas entries this year but if government regulations enable this then, of course, we will," says Tamsin Rand, manager and secretary at the host Royal BVI Yacht Club in Tortola. The event will be held out of Nanny Cay, where there is great spectating from shore. What makes this event special, adds Rand, is that it brings together the youth and adult sailors for a fun day of racing and fun (COVID-safe) after party. To register, contact: regattas@royalbviyc.org



MAY 16 - 18:

USVI Spring Yacht Show, St. Thomas, USVI.

Some 20 to 30 sailing multihulls, monohulls and power yachts are expected to tie-up stern-to along the Charlotte Amalie Waterfront, for the Virgin Islands Professional Charter Association's (VIPCA) Spring Yacht Show. The Virgin Islands Port Authority (VIPA) has recently renovated the Waterfront bulkhead with new cleats and fendering. This will enable yacht brokers to easily step aboard while also being a few steps away from the USVI's historic capital city. "May is typically when the yachts start to get 'next seasons' activity for their calendars, so the May show is a great opportunity to give clients an up-to-date status of the yacht. This time of year also gives brokers a good idea of how the season is going for the crews and how well they are maintaining the yachts. After all, all the yachts look great at the November show because they all are just coming from the boatyard and are shiny clean and fresh with new items," says Kevin Jonas, Chair of VIPCA Spring Yacht Show Committee and president of Mainsail Yacht Charters LLC, in Bedford, NH. https://vipca.org/usvi-charter-yacht-show/





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ot only do I love the America's Cup, and have since the 1950s, I'm also enthralled by the foiling AC75s. I love the synergy of the flight/float paradigm. Yes, sailboats need keels and, yes, sailboats need sails—but, no, sailing race boats don't need displacement hulls, and the AC75s prove it. For me, this is the Kiwi-kissed future. Of course, I realize that certain cavemen dragging around their wooden, full-keel, gaff-rigged, monomaran dug-outs will disagree—but that's how progress is made, by ignoring the Neanderthals.

Here's the coolest part: I never, ever thought I'd see a yacht race with lovely, graceful monohulls sailing at four to five times the speed of the wind! Or that I would be watching an AC race where, when the speed of the vessel I was rooting for fell to 45 knots, I screamed, "What's wrong?"



Oh, sure, I loved the days of yore—so I went back and watched two 12-meters during their pre-start dial up. I'd be happy to tell you how it came out—but I fell asleep.

Frankly, I thought they were aground.

And let's be honest, there's no going back. The next generation of speed-crazed sailors won't put up with sea slugs







sailing around the racecourse as fast as sandbars silt in.

Please don't misunderstand—I've raced on wooden 12-meters dozens of times in international competitions. On Heritage, I especially enjoyed being whipped by its 5/8" galvy spin sheets—talk about stone-age! Those sheets alone probably weighed as much as Te Rehutai! (Well, not guite) And, yes, I've felt the power of the IACC design under my feet—so much better than the 12's but still more of the same, really.

Next, I dug the speed of the foiling cats in Bermuda but I missed the element of match racing and the cat-and-mouse of the starting box. And, frankly, I'm not interested in any vessel that has to be labeled 'this side up' at the factory.

Suddenly, in these AC75s, we have the best of both worlds speed AND match racing.

I found the 'rediscovery' of match racing on AC75s extremely interesting. No one was sure what to expect but once the teams realized how effectively these boats could cover each other, they were thrilled. And they immediately adopted the standard techniques of yore—many of which almost but not quite worked.

During the ten actual AC's races in 2021, the match racing learning curve was steep—especially in thin sea breezes where the AC75s left disturbed air over 1,000 feet behind them.

Do I miss the sail changes and spinnaker hoists of the old lead-mines? Kinda—the sadist in me does. But all those horrible floppy multicolored sails have bedeviled me my entire life—and I get a kick out of thinking about them being tossed in the dumpster like the wire stays of a bi-plane.

Of course, I should be more PC. There are probably nostalgic Formula 1 drivers who'd prefer to, say, get back to the good ole days of racing mules.

Yes, I was happy New Zealand won 7 to 3—and not just because I knew half the vessels in the spectator fleet from when I spent five seasons cruising in the Land of the Long White Cloud—but because the Kiwis, a tiny nation of sheep farmers, brought a superior machine to the America's Cup competition by ingenuity and hard work, not simply by rubbing it with money.

Of course, Team Italy aboard Luna Rossa won three out of the first six races of the America's Cup. Their boat was equally fast initially. But what counts in the AC is who wins the last race, not the first. They sailed wonderfully and were true gentlemen but in the America's Cup, the fastest boat traditionally wins.

This year, thankfully, was no exception: the fastest boat won. The UK were eliminated early. Sir Ben, who won four consecutive Gold Medals in the Olympics, knows how to sail, sure, but assembling a team that builds a better weapon is a totally





different task. Yes, Sir Ben is driven—whether he can inspire that hunger in others is still an open question.

As for American Magic and the New York Yacht Club; they 1.) brought a knife to a gunfight and 2.) didn't realize that the crew that wins the America's Cup are the crew and shore team that keep learning and improving during the Cup.

Building the boat and competitively sailing the races aren't separate acts in the modern AC—not for a winner, not today, not in the globally competitive, dynamic environment of the 21st century.

Imagine being the NYYC and spending over 120 million US dollars, and only beating one single competing boat in a yacht race ever—and that's during the Prada, not the actual AC.

Talk about payback for a century of prior sins!

Don't forget—America used to demand the challenger sail across the ocean to compete for the Ole Mug—and then face a quiver of defenders. When one challenger had the audacity to show up with superior sails, organizers suddenly ruled that 'all the stuff aboard' must come from the challenging country. And this isn't even mentioning the letter that circulated in NY prior to the Ben Lexcen challenge of the Royal Perth Yacht Club in 1983. It said that if Ben's innovative within-the-rules

keel was not immediately DSQed for some trumped up reason, the Cup would leave for Kangarooville. "Do something!" the letter pleaded in desperation.

Yes, historical karma and cosmic justice counts—even in the AC!

As Sir Peter Blake once said, "Imagine the America's Cup without cheating!"

That, of course, is easier said than done. But the Kiwis have not only done their best to create a level playing field, they have literally bent over backwards to welcome and nurture their challengers.

Of this there can be no doubt—just review their behavior during American Magic's dramatic crash. The entire Kiwi team didn't just help keep the Americans from sinking, they also lent them men and materials for weeks afterwards. Never has a defender done so much for a challenger—a wonderful display of sportsmanship in a competition where the Kiwis had every right to just laugh, smile, and say, "Tough luck, pal!"

Another example was the final press conference between the Kiwis and the Italians. It was more like a love-in than the traditional AC gloat.

Here's what really impressed me about the Kiwis. Each and



every race of the America's Cup, they went around the course faster. How? By improving their crew work all day on the water and making their boat faster all night in the shed. Peter Burling, their young shy skipper, said the word 'learning' more than any person in New Zealand during the AC.

In a sense, the Kiwis did their finest work during the final days and hours of their four-year effort.

Yes, they brought the fastest, most experimental boat they could to the AC. But It was only by jousting with the seasoned sailors on Luna Rossa that the Kiwis could truly see their weak points, and quickly correct them.

The Kiwis never stopped learning, never stopped improving, never stopped pushing themselves and their support team. Yes, their design team consisted of 32 designers, many of whom were burning the midnight oil on the final evening before the last race. Exactly how was their design group different? Well, they were mostly young and inexperienced. They didn't know what could be done—had no idea what the conventional wisdom was—so they tried everything. No engineering idea was too wild, too crazy, too weird to be dismissed out-of-hand. The sole question was, could they make it work?

The result was foils that were 30% smaller (less drag) and considerably faster.

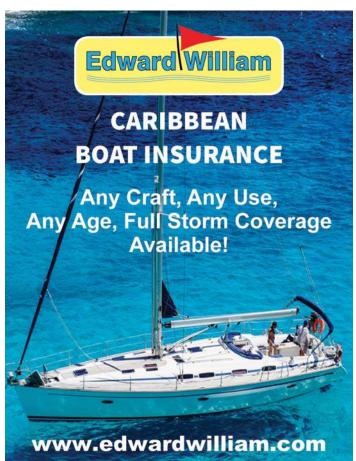
Full credit goes to overall team captain Grant Dalton—who allowed his youthful designer/engineers to dream with pens in their hands.

Example: For years, yacht designers have used computer-assisted techniques to refine their designs. At the same time, modern sailors have used sailing simulators to refine their racing skills. But the Kiwis added AI, artificial intelligence, to the mix. They never stopped learning, and neither did their computers. The Kiwis first taught a computer to sail an AC75 in a straight line—then to race... and then to race so well it could beat Peter Burling...then, ultimately, to use a design program that raced itself on over a thousand constantly evolving designs that it was continuously tweaking!

No sailing team has ever used Xs and Os as well as Team New Zealand.

The result wasn't merely the most radical craft—and the design that took the most chances—it was also the most dependable 50+ knot wind-driven craft ever.







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This isn't to say that the Italians weren't imaginative they were.

I couldn't, for the life of me, figure out how they controlled their perfect mainsail so perfectly —and I was blown away when I realized their boom was under the deck! How cool is that? It seemed to me that the Italians powerplant—their rig—was the equal of the Kiwis but it was their foils and hull aerodynamics that held them back a microsecond.

One of the reasons I'm so enthusiastic about the foiling AC75 is because of my wife. She couldn't get over the beauty of the mark rounds, the jibes, and the *one-legged JKs—like 'lovely alien ballerinas' is how she expressed it. (*One-legged JKs are a foiling refinement on jibing after a mark rounding.)

She watched every race—and demanded that I take her to Italy (she's an Italian-American) for the next AC if Luna Rossa won. I agreed—not because I thought the Kiwis would lose, but because I love Italian food so much.

Another thing that impressed me during this AC was how truthful the skippers of both teams were. Peter Burling said, when the press lavished praise on him, "Hey, it was a close race until we benefited from that right hand lift..." False modesty? Not really, judging from his overall comments during the entire 2021 AC. Peter Burling, in particular, was always reality based. The truth is, sometimes you win a yacht race; other times, the competition loses. A smart human being knows the difference.

Franscesco Bruni of Luna Rossa was amazingly hard on himself when he blew the final race by protecting the left. "When I get it wrong, I admit it," he said, struggling visibly under the media spotlight, his pain (and nobility) plain to see.

But the real bottom line of the 36th America's Cup of 2021 is how awesome the Awesome Kiwis really are. They have an emerging shy confidence I find highly admirable—not an 'I can win' but rather a 'let us have a crack at it' attitude.

The fencing on the farms of New Zealand is generally #8-gauge wire. When faced with a complicated, expensive, technological challenge, the 'blokes' on the farm (and in the Kiwi boat shed) say, "maybe 8-gauge?" as a sort of do-it-yourself, seat-of-your-pants joke.

The fact of the matter is that some shy, modest sheep farmers just proved, before the entire world, that they can best the billionaires of Europe and America with simple ingenuity, vast imagination, and a ton of hard-work applied consistently over a four-year period.

The Cup is in good hands—so is sailing innovation. The hard truth: the best team won in 1851 and the best team won the America's Cup today. Countries evolve—but the culture of excellence stays the same.







DOES WHITE RUM CHOICE AFFECT THE MOJITO TASTE?

RUM BY CLINT AND TERRY BORAM



ast month we posed the question - does the white rum you buy matter? We selected five whites from different regions and price points and began our review where every review should begin, tasting the rums neat. This month we've made our favorite summer rum cocktail, the Mojito, to see if the white rum matters.

Let's recap the notes of the rums we used neat.

Bacardi Superior (Puerto Rico):

Very herbaceous and earthy, with some vanilla.

Don Q Cristal (Puerto Rico):

Light, smooth, with hints of oak, herbs and lemon grass.

Largo Bay (Barbados):

Light bodied rum with subtle hints of citrus and tropical fruit J. Wray & Nephew (Jamaica):

Molasses forward with vanilla cream, coconut and banana. Cruzan (St. Croix):

Subtle molasses, buttery and a stronger raw coconut flavor.

We definitely liked the J. Wray & Nephew and would sip neat over ice.

The origin stories of the Classic Mojito vary greatly. They go anywhere from a tonic to cure dysentery and scurvy in the days of Sir Francis Drake to being created by "La Bodeguita del

Medio" in Havana, Cuba, a restaurant-bar with strong connections to Hemingway. The simple ingredients of rum, mint, sugar and club soda have been debated over the years. What type of mint? Should you use sugar or simple syrup? Muddle or not muddle? And how about the rum? Aged or un-aged? As you recall from Part I even though some of these rums have been aged, they are filtered to bring the rum back to pure white.

We used the following recipe using each one of the above rums:

1/2 lime cut into pieces

10 mint leaves

2 T Superfine sugar

1 ½ oz rum

4 oz club soda

Muddle ¼ of the lime. Add sugar and the remaining lime. Fill the glass with ice. Add rum and soda. Stir.

The glasses were shuffled so that we tasted each mojito blind. We made our guesses based on our notes from the neat test. Were we right? Close but no Cuban cigar. (Our blind guesses are in (parentheses) with the actual rum in Bold.)

RESULTS

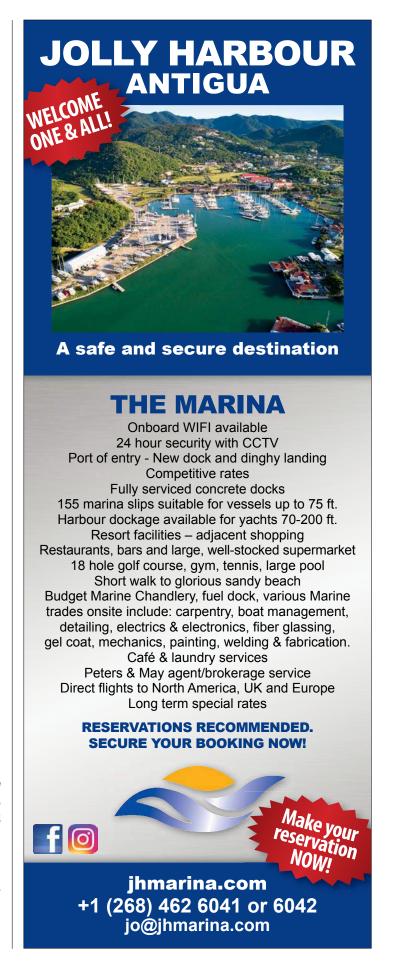
- 1 Limey and sweet suggesting one of the sweeter whites (J. Wray & Nephew) Cruzan
- 2 Overly sweet with no balance of lime and mint (Cruzan) Largo Bay
- 3 Lime and mint in balance with a little sweetness (Don Q) Bacardi
- 4 Herbaceous, balanced, delicious (Bacardi) J. Wray & Nephew
- 5 Citrus forward with very little sweetness (Largo Bay) Don Q

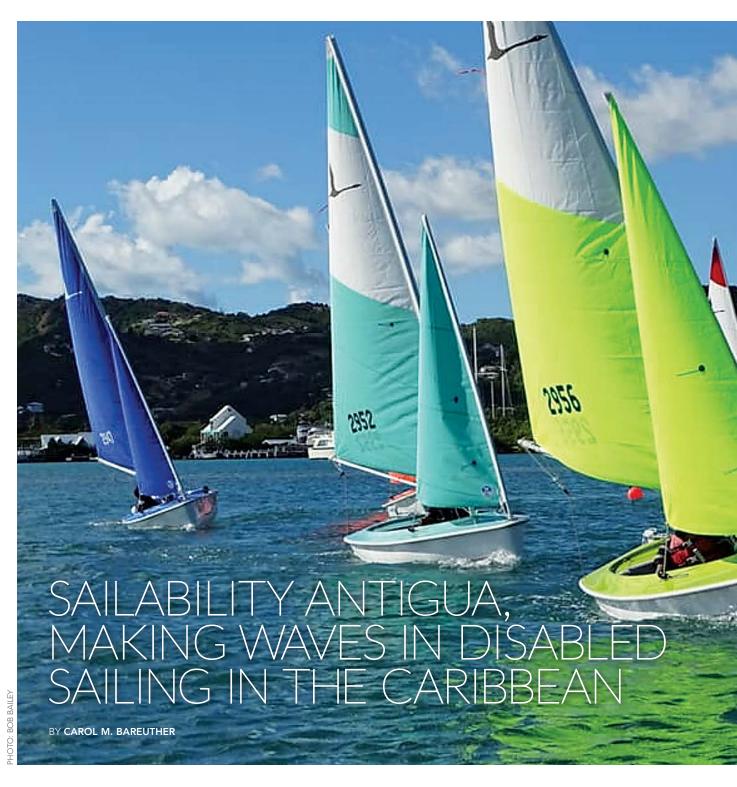
We were very surprised that the light bodied Largo Bay produced an overly sweet drink while the herbaceous Bacardi became subdued making this cocktail our second favorite.

We will have to give the win to J. Wray & Nephew for a wellbalanced cocktail that allowed all parts to play an equal role.

Our white rums mattered, how about yours? Give this blind test a try and tell us what you found. Drop us a line at editor@ 0 allatsea.net

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.





hen parents of challenged children at a local school in Antigua heard about a program to get their kids sailing, some were concerned. After all, even the most able-bodied, fully trained of mariners have met their fate on the sea. Yet, all it took was for one of the Parent-Teacher Association board members, a well-respected Caribbean sailor, to sign-up his daughter up for the newly launched program, and others followed suit. That happened in 2014 and today, Sailability Antigua, directed by Bob Bailey, serves nearly 90 participants each week, all of which are differently-abled.

Sailability is a national program of the UK-based Royal Yachting Association aimed at helping disabled people learn to and go



boating regularly. Many years ago, Bob Bailey and his wife Sue founded the Sailability program's location in Peterborough, UK, one of over 200 across this European country. When Bailey retired, the couple went cruising and in due course dropped anchor in Falmouth Harbor, Antiqua. Bailey got wind that the 2010-founded National Sailing Academy was moving into its own headquarters on Dockyard Drive and thought this would







be the perfect opportunity to start a Sailability location in the Caribbean. He networked with colleagues in Peterborough to purchase two of the specially equipped Challenger Trimarans. These were paid for by the Antiguan community of Leicester, shipped to Antigua, and thus Sailability Antigua was born.

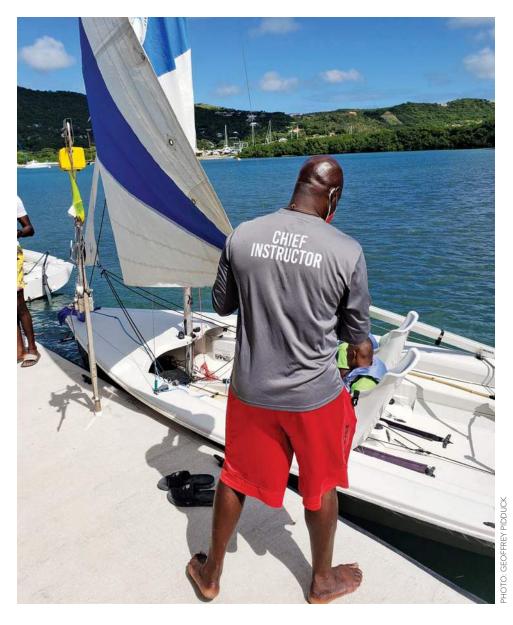
"We knew from our experiences that there were many disabled people on Antigua. The World Health Organization claims 15 percent of the world's population has a disability. When we learned that there was going to be a school opened to teach school children to sail, we had a meeting with the founder Elizabeth Jordan and asked if we could open Sailability Antigua alongside the National Sailing Academy. The answer came back: Yes, we could," says Bailey.

Since then, the program has grown considerably. The fleet is

The fleet is now up to seven dinghies all purposely built for those who are challenged. Specifically, there are three RS Venture Connect boats with a plug-and-play sailing system and four Hansa 3030's with joy-stick control.

now up to seven dinghies all purposely built for those who are challenged. Specifically, there are three RS Venture Connect boats with a plug-and-play sailing system and four Hansa 3030's with joy-stick control. The dock at the National Sailing Academy has been purpose-built with a hoist to help sailors





we did nearly 3,000 launches. We have never failed to send a person with a disability out sailing," says Bailey, who adds that the program is open every morning Monday through Friday.

into the boats, and the program has a new Minibus with two wheelchair accesses to help students get to and from the Academy. On staff are five local instructors, including chief instructor Sylvester Thomas, who are trained and experienced in disabled sailing. Best of all, the program is free to students. Sailability's funding is entirely based on charitable donations. There's a large list of sponsors, strong support by patrons including the Governor-General of Antigua & Barbuda, His Excellency Sir Rodney Williams, and overwhelming community support shown annually for the Sailability Super Sunday charity walk in which nearly 350 people have participated.

"The word disability puts all with a disability into one hat. So, we have an achievement scheme where every sailor with the caregiver and instructor is assessed and a program is designed accordingly. We currently have 10 sailors sailing solo. Last year

WHAT ARE THE BENEFITS TO THE SAILORS OF PARTICIPATING IN SAILABILITY?

"This is a huge question. I really don't have a direct answer to this, but perhaps a description in words is more to the point. We have been dealing with the Sailability program for nearly 20 years and it has, on some days, been hard and one asks the question: 'why are you doing this?'. The answer is: to see the faces, the excitement, the joy, the interaction, and the smile. That is enough."

Parents of children enrolled in the Sailability Antiqua program also see the benefits in their offspring. Just ask that instrumental PTA father, Franklyn Braithwaite.



"To me, her being in the program meant quite a lot," says Braithwaite, who represented Antigua & Barbuda in the Finn in the 1992 Olympics and is currently president of the Antigua & Barbuda Marine Association, Commodore of the Antigua Yacht Club, and a director at A&F Sails in Nelson's Dockyard. "I'd sit on the shore and watch. I deliberately stayed out, so she could learn on her own with the instructors. For me as a sailor, it meant I didn't have to reinvent the wheel for her to learn. The Sailability boats are quite steady and safe. What I saw in her over time was a growing confidence. Sailing, in addition to other programs and field trips at her school, was yet another way she gained skills and confidence that will last her into the future. In fact now, if I say we're going boating, she's out the door before me."

Looking ahead, Bailey says Sailability Antigua is planning to host the first Para Sailing Regatta in the Caribbean.





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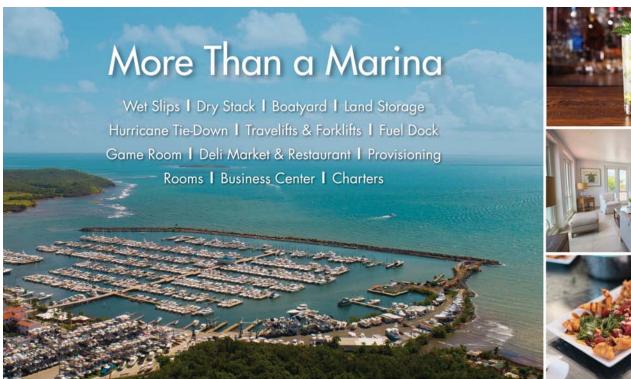
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START A SAILABILITY PROGRAM

There are RYA Sailability program locations around the world, including over 200 in the UK and countries such as Australia, Hong Kong, Dubai and Antigua & Barbuda. To kick-start a program in Trinidad & Tobago, Sailability Antigua gave one of its Challenger catamarans following the 2019 Para Development Seminar hosted at the National Sailing Academy for Group O of World Sailing, which includes Central American and the Caribbean. For those island nations who would like to start a Sailability program, Bailey suggests considering the following:

- Do you have a venue that will take a Sailability program?
- What dinghies are you going to use? Are they going to be able to accommodate people with a range of disabilities?
- Consider funding. Most people who are differently-abled are also short of money. So, the program needs to be funded. To do so, raise your profile to get sponsorship and government support from Ministries of Health, Education, and/or Sport.
- Recruit students. To locate potential sailors, find out if there are any groups or schools that have special needs units.

For more information, contact Bailey at (Tel: 1-268-783-8553, Email: bob6191@hotmail.com) www.sailability-antigua.org

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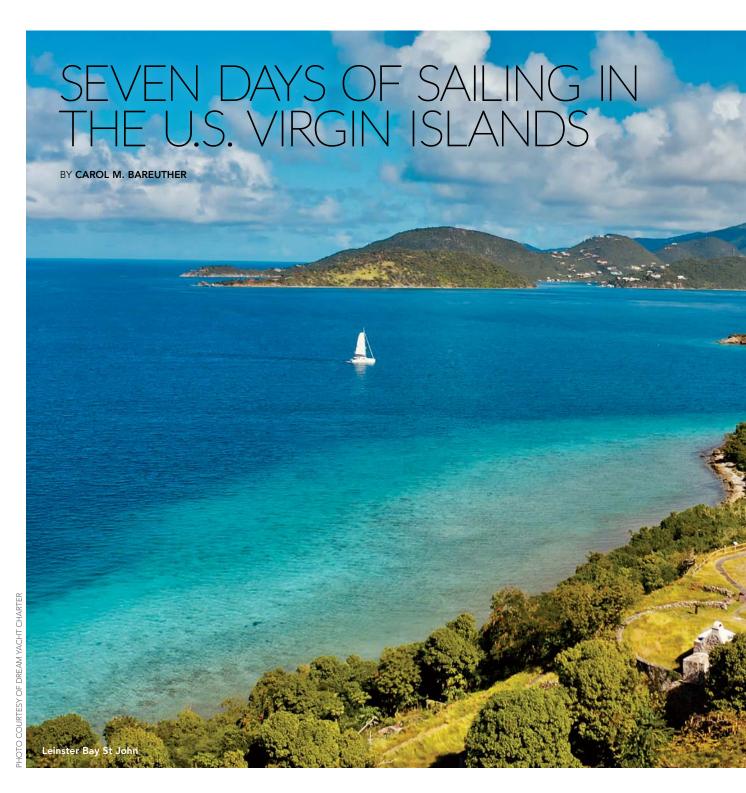
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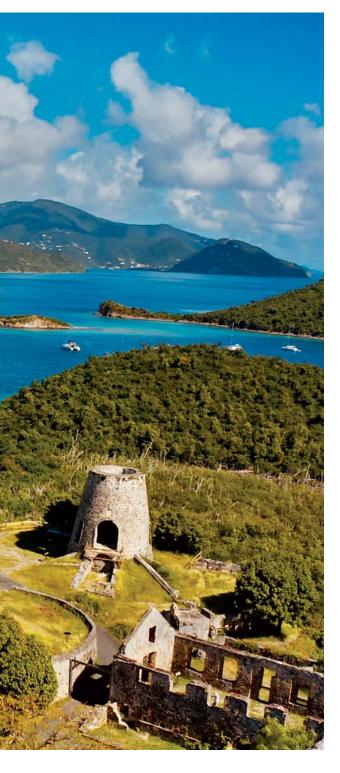
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ike hand-in-glove, yacht charters from the U.S. Virgin Islands traditionally include stops in the British Virgin Islands. The BVI's closed borders due to the COVID-19 pandemic has prompted charter companies and crews to come up with USVI-only charter itineraries. Even after the beautiful BVI re-opens, USVI-only itineraries are perfect for U.S. residents that don't have a passport and thus can't travel to the BVI or for those who'd like to experience a few off-the-beaten-track anchorages.

"The USVI's may be overlooked for their neighbor, the BVIs, but you'll find that familiar Caribbean welcome and impressive beaches in the USVIs too," says Dan Lockyer, vice president of global tourism for Annapolis, MD-based Dream Yacht Charter,









O COURTESY OF DREAM YAC

which opened its USVI base at St. Thomas' Compass Point Marina in June 2020. "St. John is renowned for its beautiful coastline and fine snorkeling among coral reefs, vibrant colored fish, turtles and rays. There are some fun dining options too that cater specifically to charter boats. It's an ideal destination for any sailor."

In addition to exceptional snorkeling, fishing, sailing, world-

class beaches, and laid-back beach bars and restaurants, the USVIs feature easy access not found in nearly any other Caribbean island, adds Ian Pedersen, senior marketing manager for the Clearwater, FL-headquartered The Moorings and Sunsail, which opened a base at IGY's Yacht Haven Grande Marina on St. Thomas in March. "Featuring non-stop flights from multiple major East Coast hubs, St. Thomas is just a



quick (and relatively inexpensive) flight away, and being a U.S. territory, no passport is required for U.S. citizens. Aside from Puerto Rico, no Caribbean destination is as convenient a getaway as the USVI."

7 DAY ITINERARY

A typical 7-day itinerary for the USVIs features charter stops in St. Thomas, St. John and the territory's surrounding rocks and cays. St. Croix, located 40 miles to the south, could be a

bit ambitious to reach given the distance, but there are ways to include the nicknamed 'Twin City' island' into an itinerary (see Sidebar).

DAY 1: Christmas Cove & Red Hook, St. Thomas.

Cast off en route to St. Thomas's east end. "Visit Christmas Cove on Great St. James, then try the floating pizza restaurant Pizza Pi – delivery and pick up options available. Before picking up dinner, snorkel the bay and get close to the va-







riety of marine life," suggests Dream Yacht's Lockyer. Or, in the evening, dinghy around to Red Hook. There are several restaurants and bars here, as well as clothing, jewelry and watersports shops.

DAY 2: Magens Bay, St. Thomas. Sail around the northeast coast of St. Thomas to the Atlantic Ocean and then west to Magens Bay. "Magens Bay is one of the most popular beaches in the USVI and was voted one of the top 10 most beautiful beaches in the world by National Geographic," says The Moorings and Sunsail's Pedersen.

DAY 3: Cruz Bay, St. John. Head east, across Pillsbury Sound, to St. John. Pick up a mooring off Honeymoon Beach, then dinghy into Cruz Bay. "Discover the Virgin Islands National Park, which has its Visitor's Center in Cruz Bay. There are many bars, restaurants and shops in Cruz Bay," says Lockyer.



DAY 4: North Shore Beaches, St. John.

Spend the day exploring St. John's north shore beaches. "The crown jewel of the Virgin Islands National Park, Trunk Bay, is an unbelievably photogenic paradise. Featuring 650 feet of underwater trails, this is the perfect place to snorkel," recommends Pedersen. Then, go to Francis Bay to overnight. "Maho Bay Beach is a great place to spot turtles and rays in the seagrass and shallow waters. If you want to try the local atmosphere, get lunch at Maho Crossroads – a pop-up village with food and bar," adds Lockyer.





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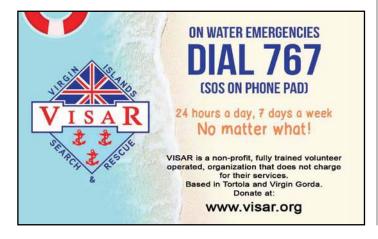
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DAY 5: Waterlemon Cay & Leinster Bay, St. John. Located east of Maho Bay, this small uninhabited cay and surrounding bay feature plenty of healthy coral. Look out too for starfish, conch and turtles. "If you are in the mood to explore, walk to the Annaberg Plantation sugar mill ruins. For lunch, head over to Hansen Bay to taste the tacos from the floating restaurant Lime Out. You can dine sitting at their seats and tables in the water," suggests Lockyer.

DAY 6: Coral Bay, St. John. It's just a short sail away from Leinster Bay to this easternmost settlement on the island. There are several bars and restaurants here, many of which offer live music on the weekends, as well as a mail service, grocery



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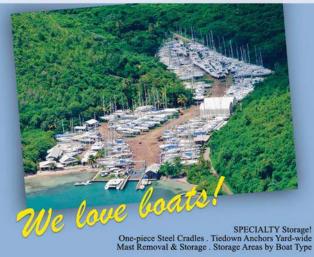
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store and souvenir shops. Historical sites include the Emmaus Moravian Church and ruins of the 18th-century Danish fort, Fortsberg. To explore further, sail southwest to Salt Pond Bay for a quiet overnight.

DAY 7: Water Island. Prepare for a half-day passage to Water Island and Honeymoon Beach, located just off St. Thomas Charlotte Amalie harbor. "Listen to live music and dine at Heidi's Honeymoon Grill or Dinghy's Beach Bar & Grill. Or you can overnight in Lindberg Bay and dine at beachfront Emerald Bay Resort," says Lockyer. St. Thomas' Cyril E King Airport is across the street from this resort. Or the Moorings base is a 30-minute motor sail away and Dream Yacht's Compass Point base is a 1-to-2-hour sail east. These 7 days of itinerary suggestions make the perfect way to see the USVI by sea.



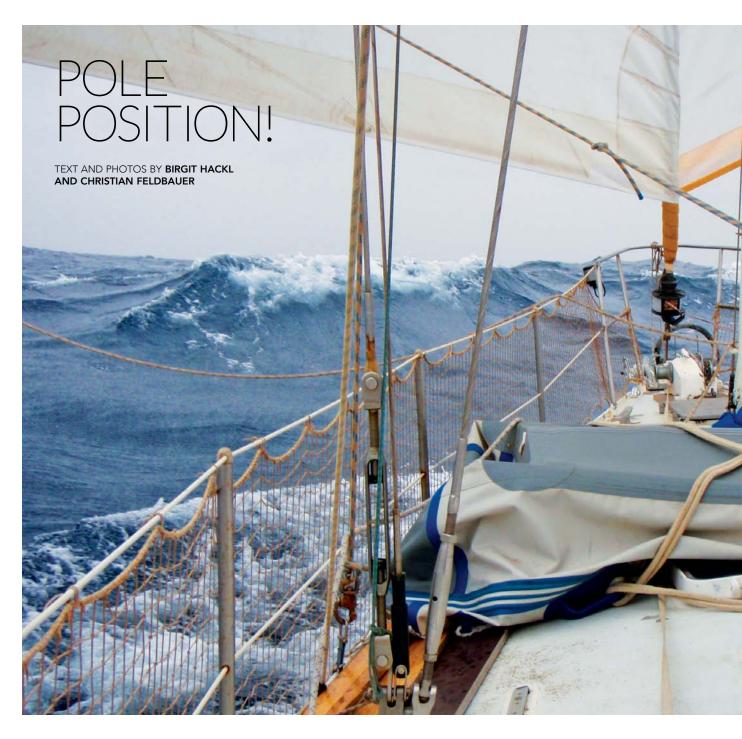
INCLUDE ST. CROIX IN YOUR USVI ITINERARY

If you have a couple of extra days or wiggle room in a 7-day itinerary, head south to explore St. Croix. One way to do this, recommends Kristi Marquart, who with husband Brad, have served as crew on the 58-foot Robertson and Caine Catamaran, Sea Esta, is to leave early in the morning from St. John's Salt Pond Bay for a 5-to-6-hour sail to the Buck Island Reef National Monument. Two-thirds of this island is surrounded by elkhorn coral barrier reef and it's common to spot sea turtles. There's no overnight anchoring here to protect the turtles, so spend the night in the Christiansted harbor. There are historic forts, plus several shops, bars and restaurants in Christiansted. The next morning, sail for the island's west end. Scuba divers will want to stop at the Cane Bay Wall. Anchor off Frederiksted and visit the Cruzan Rum Distillery or walk along the beautiful Sandy Point Beach National Wildlife Refuge. An early morning departure the next day, and 5-to-6-hour sail, can end either in Charlotte Amalie or 0 Christmas Cove off Great St. James.









e've heard quite a few cruisers complaining after long downwind passages how they had to jibe back and forth away from the rhumb line after their spinnaker (or whisker) pole snapped and they could no longer fly the head sail in an ideal position. Luckily Pitufa came with two sturdy poles—even if we lost one, we'd be okay, but we'd still quickly buy another one. Going downwind without a pole just doesn't work for mono-hulls with classic rigs (big headsail, small mainsail) as many cruising boats have. At least on our boat, it makes sense to pole out the genoa as soon as the wind goes aft of the beam: less flapping, better performance.

One of our poles lives on a track on the mast, but the spare one is stored on deck. Of course it's inconvenient to carry yet another, heavy piece, but the second one is not just a spare. There are more scenarios in which two poles have advantages:

TWIN GENOAS

Whenever we plan a longer dead downwind passage, we pull



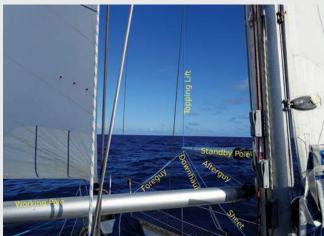
up two genoas on our roller-furling system. Unfortunately we don't have two forestays, but at least the one furler we have features two grooves. We drop our regular headsail and then hoist two sails together. That's a cumbersome procedure, but worth it. The two poled-out headsails pull Pitufa steadily along and we don't even have the mainsail up, so reefing is wonderfully simple and safe. Reefing our mainsail requires turning the boat into the wind with one person steering and the other one handling winches at the mast. Rolling just the twin genoas a bit in (or out) to make them smaller (or bigger)





RIGID POLE SETUP





With one end of the pole attached to the mast at the right height, we start rigging it by temporarily securing the free end to the pulpit to prevent uncontrolled, dangerous banging. Then we bring the staysail halyard forward and attach it at the topping lift and lead the genoa sheet through the jaws of the pole. For the downhaul we use a line together with a block and tackle that is attached slightly aft of the mast base. The foreguy is a long line that leads from the pole end to a block at the bow and back to the cockpit. Having all those lines in place, we release the pole from the pulpit and pull it up with the topping lift until horizontal. The pole can now be pushed out and is ready to be used. Tensioning the downhaul against topping lift and foreguy should result in a rigid setup even when the pole is not in use. In rough seas and/or in case the downhaul lies perfectly in the same geometrical plane as the pole and the topping lift, an additional afterguy is needed to prevent forward movement.

is a simple one-(wo)man job. On top of that, Pitufa looks fabulous flying 'angel wings.'

After we had crossed the Atlantic under two genoas, we tied the second pole down, thinking that we wouldn't need two headsails for short hops through the Caribbean. Instead we went goose-winged, genoa on one side and mainsail on the other. A poled-out headsail is quite forgiving and even stays filled when the wind shifts to the 'wrong' side, but at some point it collapses. The easiest remedy is to adjust the course more down-wind again, but quite often an obstacle as massive as an island jumps in the way then—usually at night. "Sorry darling, wake up, we have to re-rig the pole..." And up stumbles the off-watch, grumbling and yawning. Rolling up the genoa, taking down the pole, rigging it on the other side, stumbling around on a madly swaying deck, re-adjusting sheets and pole guys, changing course, rolling out the genoa on the other side—not exactly fun for a short-handed crew at night.

STANDBY POLE

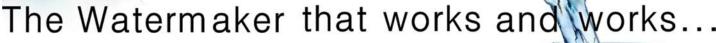
It took a few interrupted slumbers and bloody toes until

we finally remembered our second pole lounging lazily on deck. Now we routinely rig both poles whenever we are uncertain on which side of the bum the wind will be during the upcoming passage. Dealing with heavy poles and the many lines that have to be run correctly is so much easier in a calm anchorage than underway. With both poles rigidly rigged and ready to be used we may look like a weird fishing trawler, but the set-up is wonderfully flexible, not just when the wind shifts, or an island attacks, but also when maneuvering through a fishing fleet or around any other adversarial traffic. Having the second pole standing by, it is easy to jibe at any time or to change between running goose-winged and (broad) reaching with both sails on the same side.

We sometimes see mono-hulls without a pole on deck maybe their crews rely on telescope poles (a bit risky as they're often rather flimsy) or maybe they get by without ever knowing the joys of poling out. We're not into racing, but we certainly enjoy the many advantages of starting in 0 'pole position.'













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	•	
Δntiqua	Jolly Harbour Marina	268-462-6042	13'	200'	160		110/220									68	FRFF	

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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 IGY destination	758-458-7200	14′	285′	253	•	120V- 480V, 30/50/100/ 125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	•	•	•	•	•	•	•	•	16	FREE
St. Lucia	The Marina at Marigot Bay	758-451-4275	16′	250′	40	•	110/220/380, 50/60 Hz	Cable	•	•	•	•	•	•	•	16/12	•
St. Maarten	Bobby's Marina www.bobbysmarina.com	721-542-2366	12′	130′	80	•	110/220V		•	•	•		•	•	•	16/69	•
St. Maarten	Island Water World Marina	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

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

All At Sea's Caribbean Boatyards Guide

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Antigua	Jolly Harbour Marina / Boat Yard	17 04 46.4 N	61 54 37.0 W	(268) 462- 6041	13′	80′	19′	no limit	110/220	8am- 5pm	70 4 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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MARINE TRAVELIFT

SOUTHEAST U.S. MARINAS

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

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

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SOUTHEAST U.S. BOATYARDS

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

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

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GRAND CAYMAN, CAYMAN ISLANDS. With unsurpassed views up and down 7 Mile Beach, this 4-BR/4.5-BA unit has it all. Crown moldings, travertine floor finishes, 2 underground parking bays, elevator, quartz counter tops, hardwood cabinetry. This spectacular beach front unit is turnkey for living or rentals. Best snorkeling, along with peace and quiet but easy convenience to nearby amenities. Price: US \$5,820,000

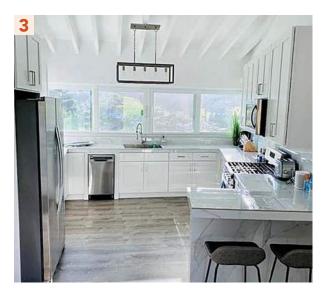
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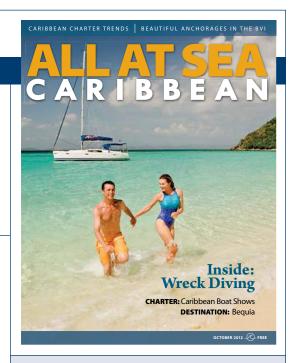
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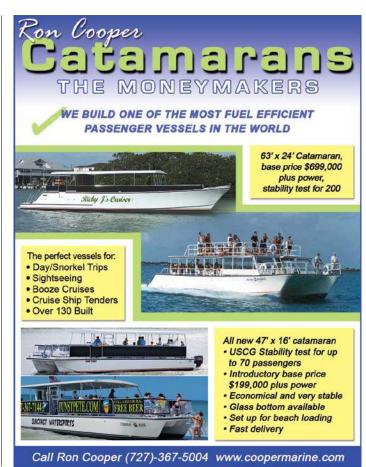
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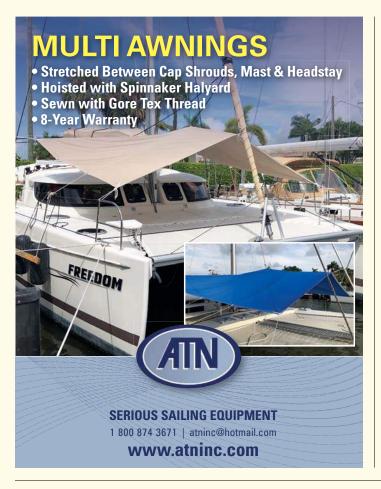
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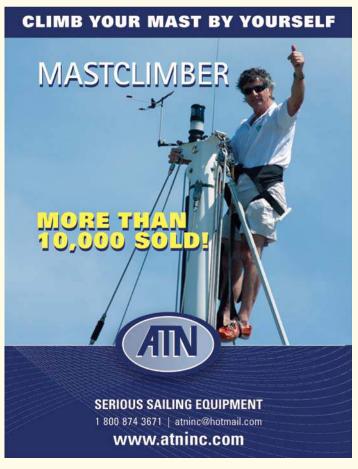
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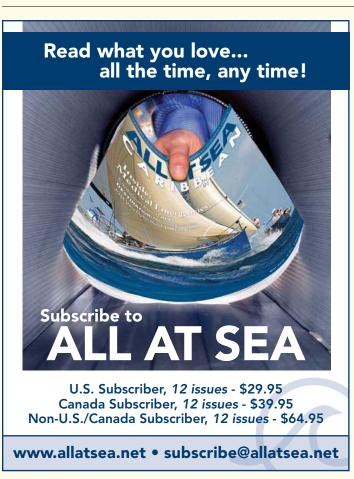
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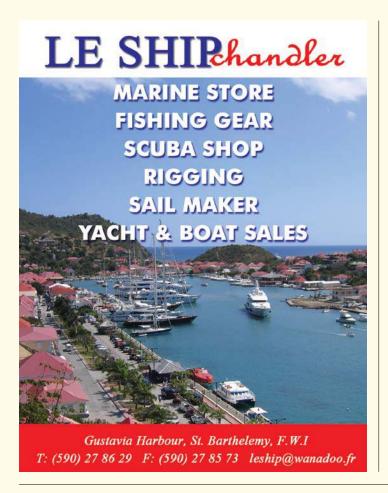












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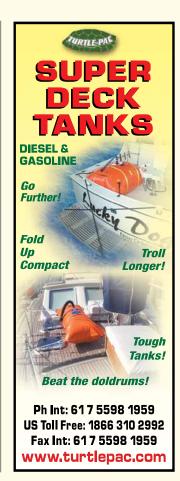
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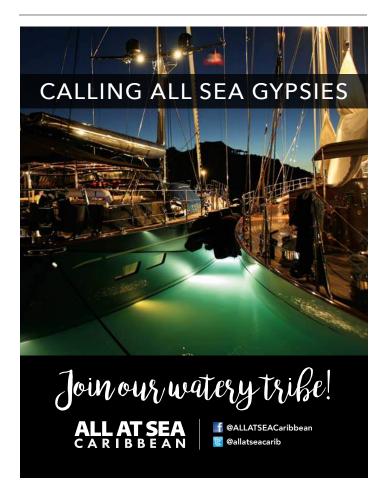
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Prep time: 20 minutes. Cooking time: 20 minutes. Serves: 4 - 6

3 Tbsp. extra virgin olive oil 1-1/2 cups thinly sliced red onion 1-1/2 cups chopped zucchini 7 large eggs, lightly beaten ½ tsp. sea salt 1/4 tsp. freshly ground black pepper

2/3 cup pearl-size or baby fresh mozzarella balls (about 4 ounces) 3 Tbsp, chipped soft sun-dried tomatoes 1/4 cup thinly sliced fresh basil

Position rack in upper third of oven; preheat broiler. Meantime, heat oil in a large cast-iron skillet (or broiler-safe skillet) over medium heat. Add onion and zucchini and cook, stirring frequently, until soft, about 3 minutes.

Whisk eggs, salt and pepper in a bowl. Pour eggs over vegetables in the pan, Cook, lifting the edges to allow uncooked egg from the middle to flow underneath. Until nearly set, about 2 minutes. Arrange mozzarella and sun-dried tomatoes on top and place the skillet under the broiler until the eggs are lightly browned, about 2 minutes. Let stand for a few minutes and top with basil.

TO SERVE: Cut into slices and serve onto warm serving plates.

NOTE: This frittata can be made for breakfast or serve with a salad of your choice for lunch or dinner.

ROSEMARY LAMB AND MUSHROOM SAUTE

Prep time: 20 minutes. Cooking time: 20 minutes. Serves: 4 - 6

1 Tbsp. extra virgin olive oil ½ lb. all-natural ground lamb 8 oz. cremini mushrooms. quartered

1 Tbsp. minced fresh garlic

2 sprigs fresh rosemary 1 Tbsp. zested lemon 1 Tbsp. fresh lemon juice ½ cup red wine

Heat oil in a large sauté pan over medium-high. Add lamb and cook for several minutes, breaking meat apart and stirring occasionally, until well browned. Add garlic and cook a couple of minutes more. Remove lamb mixture from pan and set aside in warm dish. Add mushrooms. Cook until browned and juices are released. Add lamb



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mixture back in, along with rosemary, lemon zest and juice. Mix well together. Stir in red wine, bring to a simmer then reduce.

SERVE: in pita pockets or over quinoa or rice

ROASTED CARROTS WITH MAPLE AND CUMIN

Prep time: 15 minutes. Cooking time: 10 minutes. Serves: 4 - 6

¾ tsp. cumin seeds ¾ tsp. coriander seeds

2 Tbsp. unsalted (Kerrygold) butter or other

2 tsp. extra virgin olive oil 1/4 cup real maple syrup

1 lb. carrots, sliced ½ thick or baby carrots (sliced lengthwise if necessary) 1/4 tsp. kosher salt 1/4 tsp. freshly ground

black pepper

Gently crack open the cumin and coriander seeds with a mortar and pestle or flat side of a knife. They should still look like seeds; not ground.

Heat a heavy bottomed skillet over medium-high heat. Toss in seeds and let them cook for about 10 seconds, keep the pan moving. Lower heat to medium. Add butter and oil. Swirl to melt and coat the spices. Add carrots. Keep pan moving; sauté carrots for about 3 minutes. Reduce heat; sprinkle with salt and pepper. Add maple syrup; cooking carrots another 5 minutes, until they begin to caramelize and just shy of fork-tender and maple syrup reduced a little. Place carrots on warm serving dishes; pour maple glaze over. Serve hot.







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