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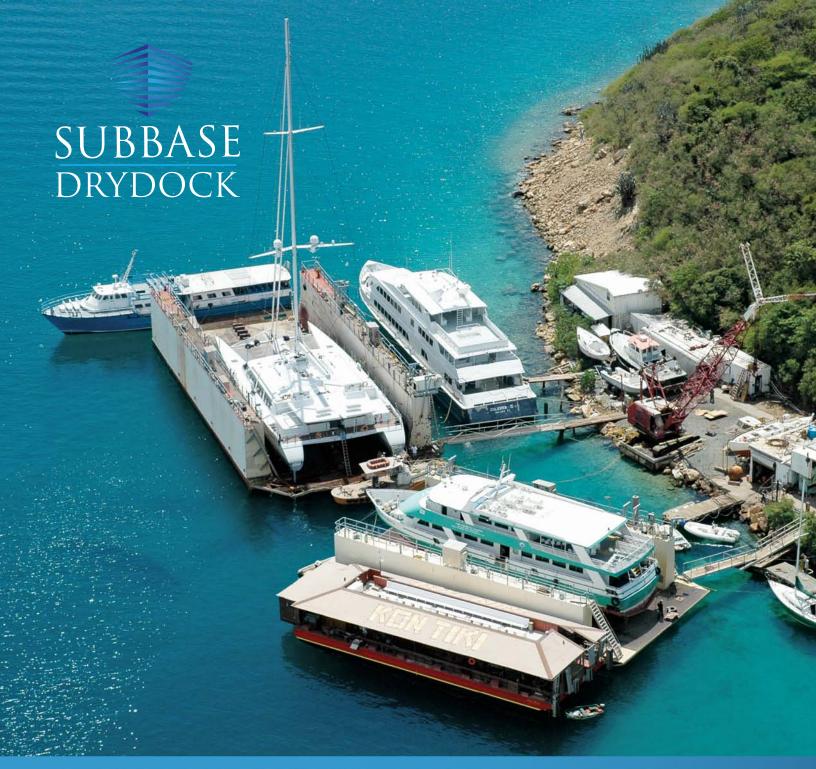
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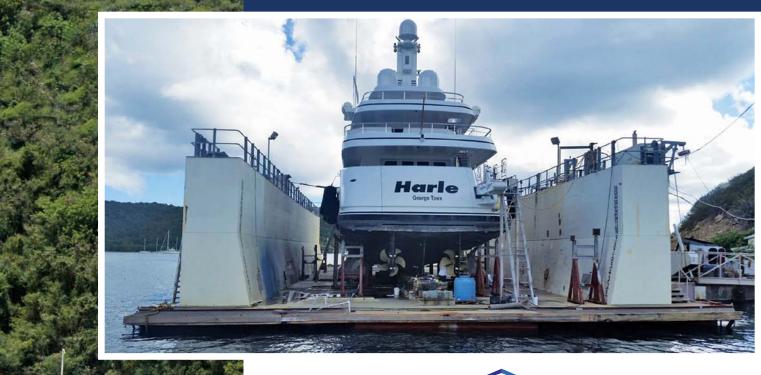
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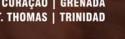
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JUNE 2021 @

The Caribbean's Waterfront Magazine



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Image Courtesy of Discover Puerto Rico

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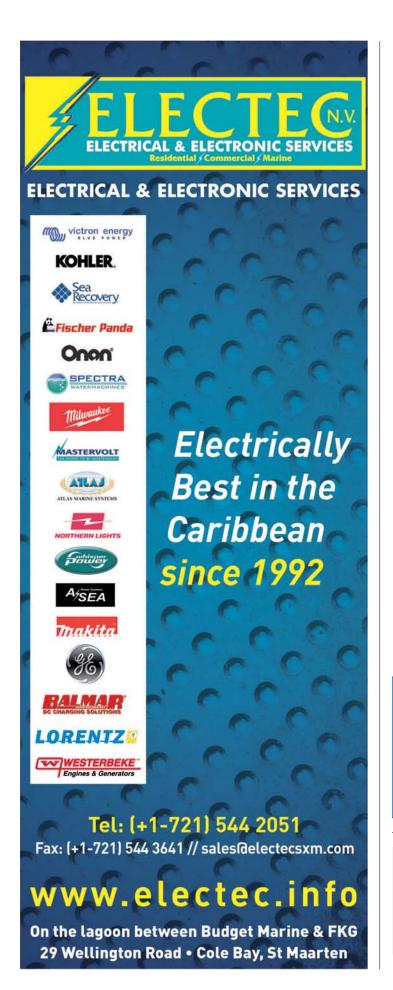
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LIFT LAUNCHES ITS LATEST EFOILS

You may not be able to walk on water but the Lift eFoil, a surfboard powered by an electric propeller, will let you soar over the seas. Now, Isabella, Puerto Rico-based family-owned company, has launched its 2021 line-up - the LIFT2, LIFT3, and LIFT3 Elite. The new line's varying price points make eFoiling that much more affordable. Previously, the Lift eFoil was only available for US \$12,000. Prices now range from US \$10,900 for the LIFT2 to US \$14,000 for the LIFT3 Elite. Plus, these new models offer greater durability, maneuverability, battery life, and speed, along with

upgraded construction, new board sizes, dynamic wing options, and enhanced electronics and propulsion.

"Amid a global flurry of press attention, the Lift eFoil has recently been hailed as one of the "coolest superyacht tech toys you should have onboard" and "a fantastic toy for yacht charters", says Ligia Vela, the company's public relations manager. "Additionally, Lift has over 300 affiliate demo locations around the world 10 of which are in the Caribbean including Puerto Rico, Turks and Caicos, Jamaica, the Virgin Island, and the Dominican Republic. Individuals can learn and expe-



company's electric surfboards at Lift's

affiliate locations. By booking a lesson, individuals can quickly learn to look as relaxed and elegant as an expert surfer. It's a fun, safe, socially distant activity that's perfect for all types of adventure seekers."

The 11-year-old company recently finished building a new factory to scale the production of its boards, given the global success of Lift eFoils, thus enabling it to continue as the world's leading eFoil company. https://liftfoils.com/



BEYC REEF SAMPLER REFLOATED & UNDER RENOVATION



An old trustworthy favorite will be back anew this fall. The Reef Sampler, the Bitter End Yacht Club's (BEYC) 1968-purchased, 34-foot Maine-built fiberglass 'lobster' boat, which sank in 2017's Hurricane Irma, has been found, refloated, renovated, and will be ready for the British Virgin Islands-based sailing resort's comeback in November 2021.

Reef Sampler was the workhorse of the BEYC transporting crew members and guests on countless journeys. On September 6, 2017, she was on duty, lying to the resort's stoutest mooring, and the only of the Club's vessels not hauled out for the coming storm. After Irma passed, she was nowhere to be seen. Parts of the Reef Sampler's superstructure were found on Prickly Pear, but it wasn't until Her Majesty's Hydrographic Office conducted its first BVI survey since 1926, that the sonar operator located a sunken vessel in the BEYC's mooring field. The team at Sunchaser Scuba, who maintain the field, dove and found Reef Sampler still attached to her mooring, yet both were on the bottom of North Sound.

"There was no way that we could abandon the most senior and revered member of our fleet where she lay, virtually intact. Salvage plans were drafted. Using airbags, Sunchaser refloated and beached her at Bitter End's South End to await her debut as a star of BEYC 2.0 and its second-most senior cast member, after me." recounts BEYC owner, Richard Hokin. beyc.com

GRENADA BLUEWATER SAILING OFFERS PART **VIRTUAL, PART IN-PERSON SAILING COURSES**

It's the best of both worlds! Grenada Bluewater Sailing, a St. George's Grenada-based RYA Training Center that offers a soup to nuts of courses from theory to practical sailing, has created a flexible way for students to maximize their time with virtual classroom courses that can be completed before traveling to Grenada or in on-island accommodations during COVID-quarantine.

"We wanted to add value to the time students have to spend in the 7-day mandatory guarantine on arrival," says Polly Charles, marketing and communications manager. "Pre-COVID, many students would take 5or 7-day theory course in the classroom with us, before their practical sail training charters. Hence, virtual theory courses seemed like the perfect solution to time spent in a hotel. We deliver the course support materials to the students' quarantine facility when they arrive and tutor them through the course using Skype or Zoom. We also offer completely online theory courses for those who wish to start studying before arriving in Grenada."

The following courses are offered either as virtual guarantine-based or fully online courses: RYA Essential Navigation and Seamanship, RYA Day Skipper Theory, and RYA Coastal Skipper/Yachtmaster Offshore Theory.

The summer months are a perfect time to visit Grenada for sailing courses and charters. Weather and sea conditions are ideal, says Charles. "As the summer season develops, regarding traveling during the pandemic, we will stay flexible in our bookings and scheduling. We changed our booking terms and refund conditions to give our students peace of mind in case of cancellation due to COVID-19 issues." www. grenadabluewatersailing.com





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DREAM YACHT CHARTER PRESENTS ITS NEW SAIL PASS

No worries! Whether travel plans are uncertain due to the pandemic or if sampling the world of yacht ownership sounds like fun, Dream Yacht Charter has the solution. The Annapolis, MD-based company's new Sail Pass allows customers to sail up to three times a year - twice in low season and once in high season - for one annual price. Pass prices vary depending on the yacht type and size chosen. Better yet, Sail Pass Maxi's Exclusive Pass and XL Pass lets customers sail six weeks a year - three weeks in high season and three weeks in low season - on any yacht for one annual price. Sail Pass is valid for 12 months. Customers can decide when they wish the pass to start but it must be within 3 months of the purchase date. Additionally, purchasers can buy as many passes as they want, but the pass holder must be on board for each charter. Upcoming too is pass renewal incentives.



"Last November we launched our first flat rate prices for high and low season for a limited time, which proved incredibly popular in the USA and across Europe. So many customers bought multiple weeks that we designed Sail







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Kiland

Pass," says Loïc Bonnet, Dream Yacht Charter's founder, and president. "For years, owners of yachts in our fleet have benefitted from our ever-expanding network of bases. For example, in the last 12 months alone we have launched new bases in La Spezia, Key West, the U.S. Virgin Islands, and Maya Riviera. Our Sail Pass allows charter guests the chance to experience this freedom of worldwide sailing, with the costs known to them in advance, and to see what it might be like to take the next step in Dream Yacht ownership." www.dreamyachtcharter.com

THE MULTIHULL COMPANY **OPENS NEW OFFICE** IN USA'S CHESAPEAKE BAY

If you think two or three hulls are better than one, then The Multihull Company is one of the tops in the world when it comes to sales and service for cats and tri's. The Philadelphia, PA-headquartered company's global locations include five offices in

the Caribbean (the BVI, St. Martin, Trinidad, Grenada, and Antigua). Now, there's a new U.S. office in the Chesapeake Bay. Ing Kiland, a California native raised in Virginia who

previously worked as a successful yacht broker with Annapolis Yacht Sales, will head up this latest location as an associate broker.

"What I am looking forward to the most is assisting buyers find a realistic boat of their dreams and at the same time communicating to them the hidden joys associated with cruising in tropical destinations," says Kiland. For example, "most buyers have sailed or have been under power on a vessel in the 30-foot range and want to jump up to the 50-foot range. Instead, going up in size 10 to 12-feet is much more realistic and insurable."

Kiland says he can also assist as a listing broker for those who wish to trade up or head to terra firma. He holds a Bachelor of Arts Degree in Conflict Resolution comes in handy at the time of a survey. Finally, for buyers or sellers, when the deal is done Kiland can even sing a celebratory song. He's a classically trained Tenor. www.multihullcompany.com

SAILING FEATURED AT FIRST-EVER JUNIOR **PAN AMERICAN GAMES IN 2021**

Calling all Caribbean junior sailors! The first-ever Junior Pan American Games, set for September 9-19, 2021, in Cali, Colombia, will include sailing as one of 39 sports. The four sailing events: Laser Standard and iQFoil for Men and Laser Radial and iQFoil for Women. Interested 18- to 21-year-old junior sailors from throughout the region should check with their island's MNA (Member National Authority) for local qualifying events.

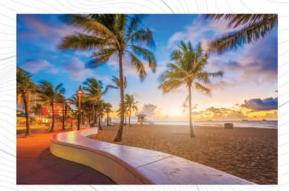
Qualification to the 2023 Pan American Games in Santiago, Chile will also be at stake for the sailors competing in Cali: the gold medalists in each event will directly qualify for the Santiago 2023 Pan American Games. This opportunity to qualify for the 2023 Pan American Games is in addition to spots available through the standard country qualification procedure, resulting in an additional berth in each 2023 Pan American Games Sailing event. The entry is awarded to the winning athletes, not the country, and is not transferable to other athletes.

The Junior Pan American Games focus on promoting the next generation of athletes, many of whom will participate in the Santiago Pan American Games in 2023 and the Paris Olympics in 2024. The 2021 Junior Pan American Games will commemorate the 50th anniversary of the 1971 Pan American Games in Cali. www.calivalle2021.com





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JUNE 2021 EVENTS

BY CAROL M. BAREUTHER



JUNE 14 - 20:

International Optimist Regatta (IOR).

Over 100 8- to 15-year-old sailors from the Caribbean, USA, Canada, and Europe are expected to race in a COVID-safe way in the largest annually held Optimist dinghy regatta in the Caribbean. The week-long event starts with the TOTE Clinic June 14-16, TOTE Team Race June 17, and IOR June 18-20. Both the Clinic and IOR have instruction and competition targeted to beginner Green Fleeters as well as Advanced Classes in age specified White (age 10 and under), Blue (ages 11 and 12), and Red (age 13-15) fleets. Two USVI registrants to watch are Tanner Krygsveld, who finished second overall in the Miami Sailing Week in March and Cobia Fagan, Jr, who won the White Fleet at December's Orange Bowl Regatta. Of note is that over the IOR's nearly three-decade history, past participants have gone on to become World Champions, No. 1-ranked Match Racers, Olympians, and America's Cup sailors. stthomasyachtclub.org/ sailing/regattas/international-optimist-regatta

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boat breaking the waves for the participants and an end boat making sure no one is left behind, begin with a Captain's Meeting at the Bahia Mar Yachting Center in Fort Lauderdale, FL. Then the caravanning vessels depart on Thursday to Bahamas locations, and return Sunday. While vessels sail together, time in the Bahamas is free to fish, dive, swim or just on a beach. These flings are sponsored by the Bahamas Ministry of Tourism & Aviation. To register, there is a US \$75 non-refundable fee per boat. Specific dates are: June 10-13: Grand Bahamas; June 17-20: Bimini; June 24-27: Bimini; July 8-18: Eleuthera; July 29-August 1: Bimini. https://www.bahamas.com/boating-fling-registration

TWO FISHING EVENTS **IN FLORIDA**

JUNE 11 - 13:

LLGF Screamin' Reels Tournament, Islamorada, Florida Keys, USA.

Women, teens, and men can learn, plus have an option to charter fish at this event hosted by the nonprofit Ladies Let's Go Fishing Foundation (LLGF). The event kicks off with an educational presentation at the Tavernier Elks Club, in Tavernier. Fishing is on Saturday and Sunday, followed by prize-giving Sunday at Whale Harbor Marina. Participants can fish from their own boats or on charters supplied by the organization. Registration is \$99 per adult angler for early entry, regular, \$45 for teens. www.ladiesletsgofishing.com



JUNE 18 - 19:

S.A.L.T.Y Program, West Palm Beach, Florida, USA.

Calling the next generation of saltwater anglers. The West Palm Beach Fishing Club's charitable foundation's S.A.L.T.Y. (Saltwater Angling Lessons & Techniques for Youth) program is aimed at helping 12- to 15-year-old anglers take their saltwater fishing skills to the next level. The first evening, there's hands-on rigging instruction. The next day is a 7-hour fishing trip aboard the Miss Blue Heron, berthed at Riviera Beach, where anglers learn techniques to catch wahoo, kingfish, snapper and more. The \$60 program cost covers the junior



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angler and their parent/chaperone. The fee includes personalized instruction, various supplies, t-shirt, meals, snacks, and drinks. Each successful completion, each young participant becomes a junior member of the WPBFC and receives a new Penn spinning rod and reel combination. westpalm beachfishingclub.org

FAST FORWARD

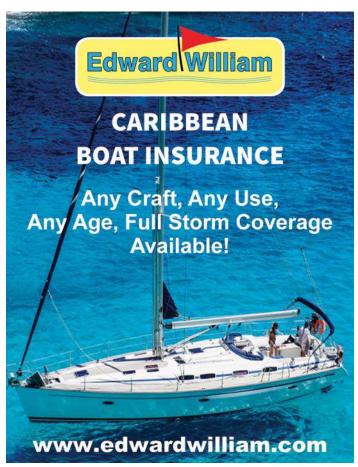
JULY 2 - 4:

Nevis Mango Festival.

Celebrations will be smaller due to COVID precautions, but there will be in-person and virtual events to celebrate the island's favorite fruit. Festivities kick-off on July 2 with a Bartender's Competition from 4-7 pm at Lime's Beach Bar. On July 3, there will be a Mango Tasting 10-11 a.m. and a cooking demo and competition from 2-8 p.m. The event wraps up with a Mango Brunch at the Four Seasons Resort from 11 a.m. to 3 p.m., including a Mango Demonstration with the resort's Chef Ainsley Harriott, which will be streamed live. nevismangofest.com











'm excited about electric propulsion for small sailing craft—in part, because it is more eco-friendly on a warming planet. However, there are far more reasons to love marine electric propulsion than merely because it will allow our species to survive longer, as admirable as that goal may be.

- 1. It is more dependable
- 2. It requires less maintenance

- **3.** It produces less heat. This is especially important here in the tropics
- 4. It is quiet. This is crucial to me
- 5. It doesn't require stinky, dangerous petroleum products
- **6.** There's no diesel odor
- 7. Bilges are sweet and clean
- **8.** It requires far fewer spare parts



9. Electric engines can be quite compact and configured to be relatively flat or relatively narrow, depending on available space.

All these are big pluses.

Right now, I'm hanging on a mooring at a sailing club that has nearly a hundred small racing sailboats in the 25 to 40-foot







How much more sensible to have an electric propulsion system powered by a solar array—for these few minutes of weekly work (and the ability to solar charge for the rest of the 167 hours of the week).

range. The majority of these boats have inboard diesels that almost never get up-to-operating-temperature in the few moments it takes their owners to pick up their mooring pennants. It is crazy to carry so much weight, confusion, and expense for a few pathetic moments of prop spinning. Plus, diesels that don't get up to full temperature prematurely fail from cylinder glazing—double damn!

How much more sensible to have an electric propulsion system powered by a solar array—for these few minutes of weekly work (and the ability to solar charge for the rest of the 167 hours of the week).

Of course, petroleum engines in small sailing craft have only been around for a hundred years or so—example: the 1924 wooden Alden schooner I grew up aboard had a 25-hp Scripts engine (which ran just often enough for us not to be able to throw it away).

My point here is that our current production vessels are built

around the engine as much as the rig. If electrical propulsion comes into wide use, it will immediately affect yacht design. For instance, modern diesels require a lot of plumbing for both cooling and exhaust systems—electric engines almost none. And, while electric engines are relatively small, their batteries are expensive, bulky, and heavy. Of course, you'll be saving the weight of the fuel, fuel tank, and all the related fluids and spare parts required for cruising.

How all this adds up depends if you want to run your electric engine measured in minutes, hours, or days.

Another factor to consider is the fact that most of these engines run on 48 volts. How this higher voltage would work, say, aboard an aluminum boat that is susceptible to electrogalvanic corrosion is an open question. I don't doubt it will work just fine when everything is new, well-insulated, and there are no electrical leaks... but 20 years down the road when things are getting soggy, who knows?

While Lithium batteries are increasing in reliability every day the FAA still regulates them in numerous ways. Do you want to be offshore with something that isn't allowed aboard a passenger plane—that is listed on the FAA webpage as 'dangerous goods?' And, even if the batteries can be 'guaranteed' not to burst into flame, aren't the typical charge regulators used in marine applications originally designed to be used in a dry environment?

Is this being too picky or too negative? I don't think so. We must advance on both reality and wishful thinking. The reason that I'm currently on my fourth circumnavigation without a major problem ever offshore—is because I allow others to work out the safety kinks on many new technologies. Example: marine refrigeration used to be undependable. Ditto, watermakers. I wisely avoided both until they reached a 'maturity' of dependableness. While I am clearly—and admittedly—no expert on Lithium batteries in a saltwater environment, these safety questions need to be considered, especially since the resulting high temperature fires are so difficult to put out.

Fire offshore is to be avoided at all costs. Just ask the crew of the mega yacht My Kanga, which burned in 2018. Or the dozen deceased men aboard that Russian sub. Or the skippers of numerous boats that burned for 'unknown' reasons in the battery compartment.

Obviously, solar cells will increase in importance aboard an electric boat—as will making the panels integral with the design/construction. (My Ganesh, a 43-foot ketch, has nine panels. Thus, we almost never have to turn our diesel on to generate electricity.)







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How all this shakes out design-wise will be interesting and I am sure much of it will end up far different that we now imagine.

Am I trying to be negative by discussing these issues? Not at all. I'm pro electric marine propulsion but realize that we must stay fact-based as we improve on the technology we have. In essence, I want customers that buy boats with electric engines to say, "Wonderful choice!" not, "Oh, sh*t! Huge mistake! My boat doesn't do what I want—and now I can't sell it either!"

One thing I know for certain: prop flanges, prop shafts, prop struts, and props have changed very little in the last century. They rob massive amounts of power at the traditional stuffing box. I can barely turn my shaft by hand—it has a huge amount of friction! Surely there's a way to add bearings that eliminate this massive friction. This must change quickly if efficient electric motors are to have a chance.

Numerous companies such as Oceanvolt, Electric Boat, Torqeedo, Wartsila Energopac, and ZF are making electric saildrives—some of which rotate 360 degrees for easier docking and, thus, eliminate the need for bow thrusters. Dozens of companies are making small electric outboards and trolling motors. While the current market is utter chaos, as it sorts itself out into winners and losers, much will be learned about both the technology and the marketing thereof.

I'm particularly intrigued by such vessels at the Hanse 315 that have the small prop/motor on the rudder. The result is a boat with more usable space inside and incredible maneuverability

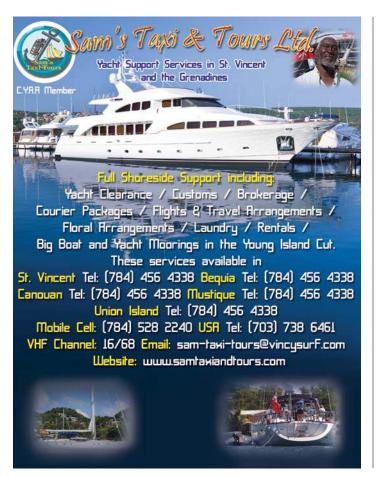
Do you want to be offshore with something that isn't allowed aboard a passenger plane—that is listed on the FAA webpage as 'dangerous goods?' And, even if the batteries can be 'guaranteed' not to burst into flame, aren't the typical charge regulators used in marine applications originally designed to be used in a dry environment?

(because the prop turns with the rudder). However, the range is nil, the speed in rough water is nil, its stopping power is nil, its reverse capability is poor, and it adds between \$15,000 and \$30,000 to the price of a 32-foot boat—yikes!

The reality of today's marketplace is that—instead of buying an 'eco-star' of a 32-footer, most buyers opt for the 38-footer with a diesel at the same price point.

The bottom line on this Hanse 315: Its sales with a diesel have been good, its sales of the electric version have been poor.

Other considerations to such an 'on-the-rudder' set-up: Rudder bearings must be beefed up. And some early attempts put the prop so high (in order to get it closer to the upper











rudder bearing to handle the thrust) that the prop came out of the water during severe pitching. Another problem: With a scoop transom and swimmers, this puts feet and prop in too close proximity. (Even sitting on the transom with feet or hands in the water was a danger on some early models.)

One area where there has been massive disappointment is the 'co-generation' or 're-generation' concept. This is the idea that a sailboat with an electric engine would power out of the harbor and then, while daysailing, regenerate enough power via its spinning prop to recharge its battery to its former level of charge—and thus power back in on the electrical energy generated via its prop while sailing.

So far, every single owner who bought such pie-in-the-sky promises that I've talked to has called total BS.

Someday, maybe—but that day isn't here yet.

Another idea that strikes me as odd is, to increase range on your electric boat—add a 110v or 220v generator. Yuk! This seems to me to be the worst of both worlds—dirty bilges and crappy power!

I have no desire to own a boat with a gen/set—absolutely none. Gen/sets and such mind-sets are exactly what I'm am sailing away from. My casual observation: The more 110v objects a sailboat has aboard, the less it actually sails and the more it hugs the docks. Yes, Winnebagos and other RVs with wheels need to plug in—but offshore sailboats? Why? To run air-conditioning and heat up the anchorage with noise and stink? Really? That's not green. That doesn't make me green with envy, it makes me green with revulsion.

As a person who lives aboard on the equator—within a degree of it—I find three hatches and two wind scoops a nice, quiet, non-stinking, sustainable solution that is kind to the planet.

While I think electric engines make a ton of sense for small daysailers, I believe they have a long, long way to go before they'll replace my Perkins diesel. Why? Because I can power 1,000 ocean miles—that's many days of powering, not a mere two hours. I can, and have during gales, powered directly into 40 knots of mature wind and ocean waves (while dealing with a jammed roller furler). If there is an electric auxiliary for my vessel that can accomplish this, I'm not aware of it. With my folding four bladed Max prop, I can generate tremendous bursts of torque—in both forward and reverse. This also means I have stopping power while docking. And, while my diesel requires regular maintenance, it is amazingly dependable in the sense that 10,000 hours between rebuilds isn't unusual in commercial applications.

My own conclusions: Electric auxiliaries are the wave of the future. And they can be the present if you don't mind paying more for far less capabilities. However, with a warming planet, our stark choice may soon be an electric engine or no engine at all.



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1515 hours

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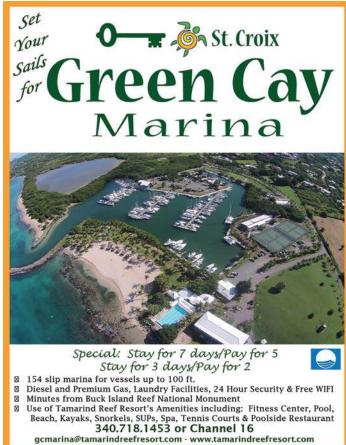
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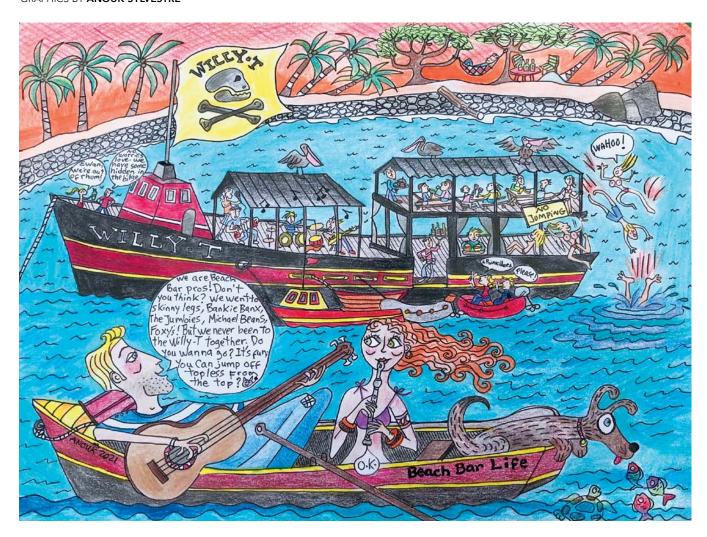


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SAILING WITH CHARLIE:

CHARTER HUMOR BY JULIAN PUTLEY GRAPHICS BY ANOUK SYLVESTRE



s the virus takes a backseat to a more normal life in the Caribbean and visitors start to flood in. Locals are smiling and welcoming with open arms. Islanders want to make sure your stay is extra special. Boating is the most popular attraction in many islands and this is not surprising. Perfect weather most of the time, great anchorages and the Caribbean people with their free-spirited nature, warm smiles and magnetic reggae rhythms. You want a beach party? Find a perfect sandy strip with palms for shade, a few coconuts, bottle of rum and 'de music mon.' If you want more Caribbean 'flava' head over to the beach bar.

A Caribbean yachting holiday often involves a morning sail to a beautiful anchorage; a snorkel, swim or other water sports; an afternoon sail to another beautiful anchorage and a visit to a beach bar or restaurant. This may metamorphose into two beach bars a day – they're just that much fun!

Charlie's an expert on beach bars. It was Foxy of Jost van Dyke who started it all - the beach bar business, that is. Now it's world famous and Foxy received a gong from the queen for services to BVI tourism. He regales visitors with impromptu stories accompanied by guitar: "The hurricane is like a woman," he recites, "She sweeps in causing quite a stir. When she

leaves, the house gone, car gone and bank account empty." Foxy's hosts wild parties; Old Year's Night being a favorite.

In Anguilla Bankie Banx' beach bar, 'The Dune' at Rendezvous Bay is unique. Bankie has been playing his own brand of reggae for decades and hosts the popular Moonsplash festival in March. The bar is a rustic ensemble of bric-a-brac and driftwood. A part of the roof is an upside-down Anguilla boat. The laid back style will have you entranced and 'happysmoke' may have you in a trance.

On Virgin Gorda, Jumbies beach bar at Leverick Bay has its own character with live music and Moko jumbies on Friday night. On other days pirate 'Beans' plays (in season) pirate songs at happy hour and entertains with his own brand of repartee. The show ends with a feel-good ditty: "It don't matter how fat you are; it don't matter how rich you are; it don't matter how smart you are and it don't matter how good you are - God loves ya - just the way... Y'Aaaarh."

At the BVI's Norman Island in The Bight lies the Willy T, a floating bar and eatery and as such not really a beach bar, but it's wildly popular with both locals and visitors. There's no fancy décor here - shots and cold beer are consumed with merry abandon. Yachties and day trippers tie up to a dock alongside. A sign on the top deck says 'No Jumping,' which encourages jumpers. They used to give away free T-shirts to babes who jumped topless but that has now stopped – they were just giving away too many and couldn't keep up.

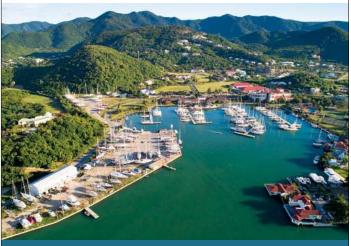
St Maarten's Karakter bar was created from an old school bus buried in the sand and it's located on the long white sand beach at Simpson Bay. It has become so popular that now it has spread out onto the sand. It is patronized by locals, visitors and yachties. Like most popular beach bars, it has 'the hook' that attracts the crowds.

St John's Skinny Legs at Coral Bay, USVI is on the water but not on the beach. Coral Bay used to be 'hippie central' but like so many avant-garde locales it soon attracted the super-rich. 'Rustic' is the word here and artists have small shops surrounding the bar. Live music and open-mic nights are a regular happening.

Nowadays beach bars are prolific from Puerto Rico to Trinidad. Charlie recommends a phone call or message to make sure your favorite choice is open. But if it's fun you want, head to the funky beach bar.

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





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SK THE EXPER

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



Is all stainless steel the same? How do I decide and why are the prices so different?

n chandleries we see our customers apparently sweating choices when it comes to products made of Stainless Steel. Many of them do not have long experience in the Caribbean conditions and they see highly varying prices and wonder what is going on.

The word "stainless steel" is an unfortunate part of the English language because it is not steel and not stainless. It does not suffer surface corrosion very much, but it does suffer electrolysis which is a sort of degeneration from the inside out. Stainless Steel is actually an iron based alloy containing around 11% chromium which creates the non-corrosive properties.

Stainless steel differs from regular steel in that it fails from the inside. The failure is sudden and catastrophic and cannot be easily anticipated with the naked eye. Which is why we carry some products purposely in steel because they are in applications where the cosmetics are less important, but the functionality is critical (e.g. hose clamps for exhausts).

Stainless steel varies enormously in quality. The common US certified types are 304 and 316. Most stainless is 304 however the 316 is significantly better but also higher in price. To make matters worse, the certification numbers do not cover all aspects of the quality. Also note that a great deal of stainless steel comes with no type number at all. At the other end of the scale there is an expensive French manufacturer who specializes in the highest quality. Their product is seldom or never the source of failure. I would not put anything else on my personal boat.

The most important issue is to determine where the item is going to be used. You do not need the top quality for the hinges on your galley cupboards but there are other places where you certainly do need the superior quality.

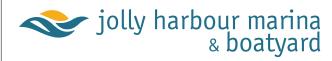
Do you need the quality for cosmetic reasons or for functional reasons? When it is cosmetic the stainless can retain its looks for much longer by "passivation" which consists of a type of polish that requires some build up. Stainless steel that is cosmetically significant will require regular cleaning and surface treatment.

Most stainless steel is not suitable for permanently immersed applications both fully or partially. Swim ladders left in the water or close to the water for long periods have a predictable short-term life.

NOTE: Stainless steel anchors and chain are the greatest example of an unsuitable long-term choice. They would make sense on a day boat where the immersion is for short periods but not on a long-term basis. Of course, stainless shackles used on ground tackle make no sense, this just creates risk and expense.



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





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PLANTATION ISLE OF FIJI

RUM REVIEW BY CLINT AND TERRY BORAM

iji has entered our conversation several times over the past week. While we have been talking about going there for our upcoming 40th wedding anniversary, cruising friends have been discussing their next destination after the Bahamas. They had hoped to head to the South Pacific however, Fiji is the only island currently open to cruisers. So when Plantation Isle of Fiji presented itself at the store, naturally we needed to review.

Alexandre Gabriel is the entrepreneur behind Plantation Rum. While still in business school, Gabriel discovered that sales of Maison Ferrand, one of the oldest spirit brands in the Cognac region, were stagnant. He consulted his professors and realized what better way to hone business skills than to build a distribution network for the cognac? Through his travels, he began developing a network and passionate partners that ultimately turned Maison Ferrand around.

In the 1990s, Gabriel's love for travel took him to the Caribbean where he searched for the best rums in the region. Plantation was born as an artisanal rum using the sugar cane of the region while combining the aging process with that of the cognac in France. Today, Alexandre Gabriel is President and Owner of Maison Ferrand, focusing on Ferrand Cognac, Citadelle Gin, and Plantation Rum.

Like the Caribbean rums in Plantation's repertoire, Isle of Fiji begins with local sugar cane then distilled using both column and traditional pot stills. The rum is aged locally in bourbon casks for up to three years before being sailed to the southwest of France to be aged further in French oak casks for another year. This double aging process is advertised as giving the rum warm and exotic fruit notes.

TASTING NOTES

The very light golden color leaves considerable lacing on our glasses with plenty of slow-moving legs. The nose is extremely unique in that it took us quite some time to determine where it was taking us. Clint says the nose reminds him of Rhum Agricole which is made from sugarcane juice with a hint of smokiness. For Terry, the nose has more exotic fruit notes, one that is not overly sweet but rich with unfamiliar fruits. It reminds Terry of a rum from St. Maarten made from guavaberry. The nose very much carries through to the palate with a mouthfeel of light honey. The unique notes continue with prunes, green bananas, nutmeg, and a hint of ginger. For Terry, the finish is nonexistent while Clint finds the oak from the French barrels lasting a bit in the throat.

OVERALL

We were very surprised to learn Isle of Fiji is a molasses-based rum. This is one of the most unique rums we have tasted. The rum draws you in to explore the exotic notes while conjuring up images of lush jungles and pristine lagoons. At \$25/bottle, Isle of Fiji is a welcome diversion to the same ole Caribbean style rums.

3.75 OF 5



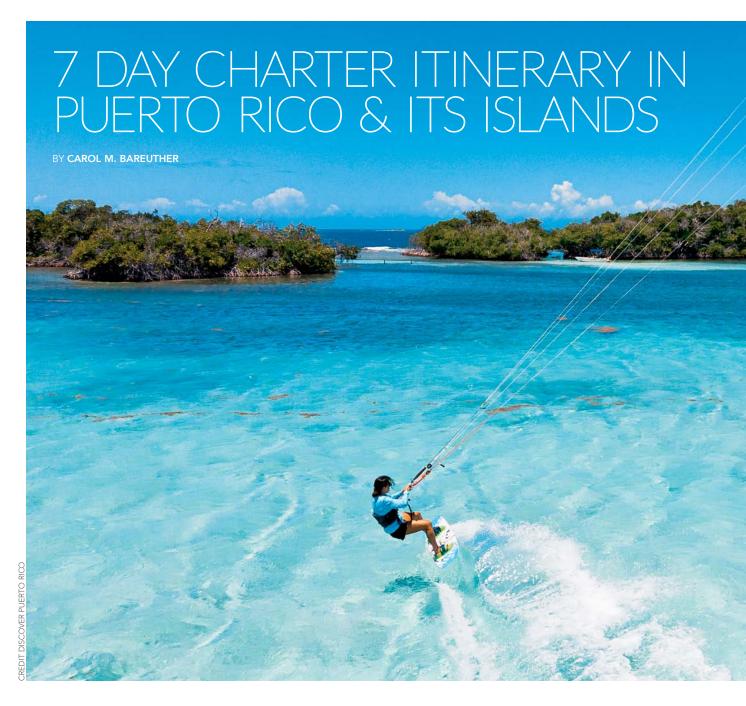
SIPPING RUM SCALE

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

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

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any people visit Puerto Rico via a stop at the Luis Muñoz Marín International Airport in San Juan en route to another island destination. But next time you think about flying through, instead, fly to and take the time to cruise this Greater Antillean island's less-traveled offshore waters. There are hundreds of miles of coastline around this fourth largest Caribbean Island and many smaller islands, rocks and cays to explore. Plus, Puerto Rico is a U.S. commonwealth, meaning no passport is required for U.S. citizens, cell phone plans are like the mainland, currency is the U.S.

dollar, and while Spanish is the official language, English is widely spoken.

To get first-hand recommendations of a fantastic 7-day Puerto Rico-only charter, ALL AT SEA asked two experts. One is Dr. David Kerr, who has sailed these waters since childhood and remains extremely active in the local sailing scene including serving as past president of Puerto Rico's Federacion de Vela. The other, actually two, are Jim and Debbie Veiga, the husband-and-wife team who own Atlas Yacht Sales and the Sail Caribe Yacht Charters base at Puerto del Rey Marina, in Fajardo.







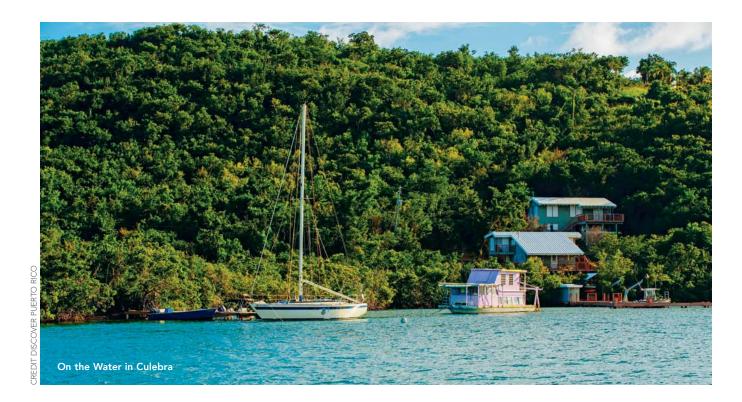
DAY 1: Depart from Puerto Rico's East Coast. This is where you can find the largest number of marinas on the island, says Kerr. "We have Isleta Marina, which is an island marina apart from mainland Puerto Rico. Then the rest: Puerto Chico, Sea Lovers, Villa Marina, Sun Bay, Palmas del Mar Marina and Puerto del Rey, of which the last is the largest marina in Puerto Rico."

From Puerto del Rey, sail approximately 4 nautical miles (nm) northeast to Isla Palomino.

"Here you'll find a nice harbor with plenty of free moorings

maintained by Puerto Rico's Department of Natural Resources of Puerto Rico," says Veiga. Pyramid Reef is in the middle of the mooring field and is abundant in sea and marine life. Nearby on Isla Palomino, there's a tiki-style bar operated by the El Conquistador resort and stables if you want to horseback ride on the beach. It's also easy to dinghy over to Cayo Palominito, which is usually deserted on weekdays except for the white sand and blue seas.

DAY 2: Sail to Culebra. It's about 13 nm east to Culebra. a 10-square-mile laid-back island full of nature and natural Lat-



in charm. One anchorage Veiga recommends is at Cayo Luis Pena, where you can anchor or moor for the day and overnight. The area is a sea turtle sanctuary and it's likely to see one or more of these graceful marine reptiles while snorkeling. Another good anchorage is a few miles east either in the sheltered bay off Playa Tamarindo or south at Playa Melones where there are moorings right off the beach. The benefit of the latter location is that Culebra's capital town of Dewey is a short dinghy ride away. Here, there are several small bars, restaurants and shops. It's the perfect place to have dinner ashore.

DAY 3: Sail Around Culebra's Punta Del Soldado to **Ensenada Honda.** One of Kerr's favorite spots to anchor in Ensenada Honda, the largest inlet in Culebra is in Daikity bay. "Once you pass the entrance buoy to Ensenada Honda you will turn to Port and keep the island to Starboard. As you start to enter the area, you'll notice an area on the leeward side of the reef where the sea is especially calm. Anchor near the reef as the bottom here is sand. Drop the hook and you are in your own giant saltwater swimming pool. At night, the stars are visibly bright this far away from big cities.

DAY 4: Explore Ashore, Especially Flamenco Beach.

Dinghy to shore for the day and put Flamenco Beach on your top list of sights to see. It's accessible by taxi, rental car, or rental scooter. This sheltered strip of sand traces the horseshoe outline of the bay and is one of the most famous beaches in the world. Ironically, one of the most iconic attractions





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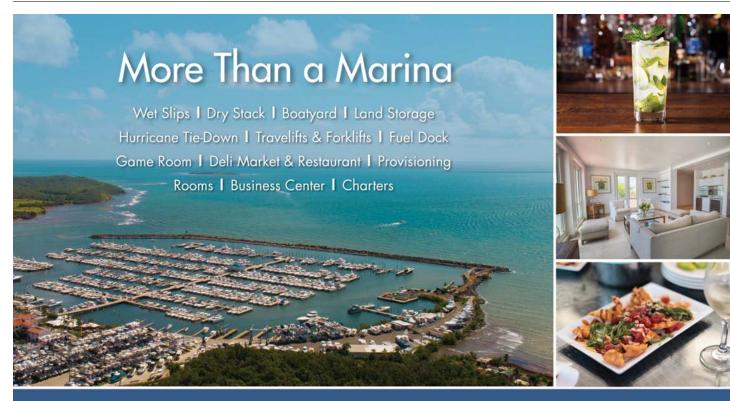
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here is an old military tank, dating to when the US Navy occupied the island.

DAY 5: Motor or Motor-Sail to Culebrita. This 1-milelong uninhabited cay is only a few miles east of Ensenada Honda on Culebra. "There are some good beaches on the South shore. But the gem is on the north side. You must watch out for the reefs as you come in. Once inside there's another beach with beautiful sand," says Kerr.

DAY 6: Sail South on a Beam Reach to Vieques.

Round the eastern tip of this 21-mile east-to-west long island and sail downwind to Bahia de la Chiva, recommends Sail Caribe's Veiga. The bay is relatively inaccessible without a boat, with a beautiful beach and two spectacular snorkeling spots: 'Blue Tang' reef and Isla Chiva.

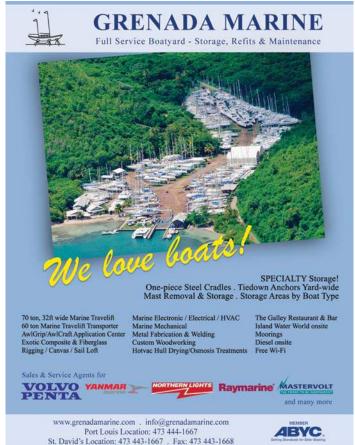
"On Vieques' south side too is Mosquito Bay which is a Bioluminescent Bay. Don't anchor in the bay as it's tricky going in plus engine exhaust will kill the dinoflagellates. Several companies offer kayak or electric-powered boat tours. The best time to go is when there is no moon," says Kerr.



DAY 7: Punta Arenas to Fajardo. Sail eastward to Punta Arenas, on the west coast of Vieques. The coast offers several places to drop anchor for lunch or overnight if you don't have to return your charter until Day 8. Otherwise, it's only a 2.5-hour sail to the Fajardo marinas from this point. Once back, your can start planning your next charter to see more of Puerto Rico's offshore waters.

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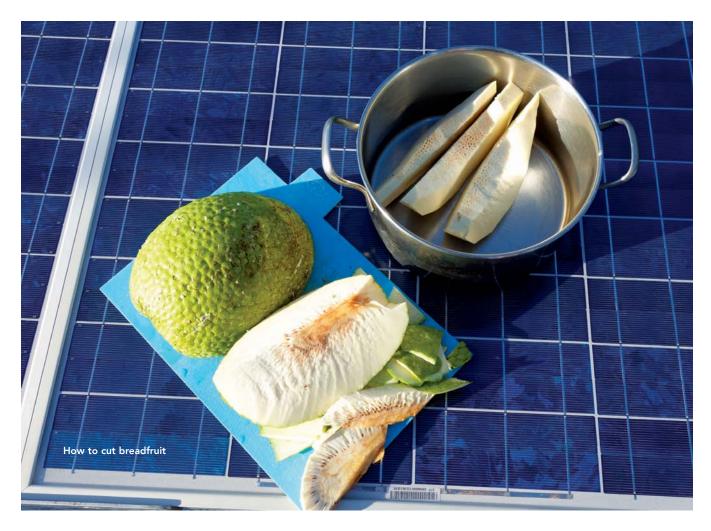
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EXPLORING BREADFRUIT

TEXT AND PHOTOS BY BIRGIT HACKL AND CHRISTIAN FELDBAUER



readfruit is an extremely versatile vegetable that can be boiled or grilled in potato-like dishes while still green, or turned into various desserts once it's ripe. A variety of popular dishes are served in Caribbean countries as "traditional cuisine," even though the plants were only introduced there in the late 18th century.

According to current scientific research, the Pacific islands were settled by people of the Lapita culture, who started out from the area of today's Taiwan and wandered southwards where they discovered breadfruit trees in the area of Papua New Guinea and realized their value: Breadfruit trees are among the highest-yielding food plants, but are hardy and require little care. The trees' light and sturdy timber is resistant to termites and shipworms and therefore ideal to build outrigger canoes and houses in the tropics. The ancestors of the Polynesians took saplings and root cuttings along in their outrigger canoes and so breadfruit reached the islands of the western Pacific (Fiji, Tonga) about 3000 years ago and eventually spread as far east as today's French Polynesia by AD 1000.

That's where Captain Cook stumbled over this starchy wonder during his Endeavour expedition to Tahiti in 1769. Most likely it was served during the feasts the friendly Tahitians held for their esteemed guests as a side dish, simply blackened in wood fire. Polynesians are masters of simple cuisine: preparation time 5 seconds, waiting time 30 minutes (throw the breadfruit into the fire, take it out, cut it up—et voilá).

Sir Joseph Banks who had accompanied Captain Cook on the expedition later on became President of the Royal Society and realizing the value of breadfruit as a cheap, high-energy food source for slaves, he organized another expedition to take breadfruit saplings to the Caribbean. In 1789 the unfortunate William Bligh arrived with HMS Bounty in Tahiti where his men and Tahitian helpers collected over 1000 saplings. Alas, we know the little plants never made it to their destination as Fletcher Christian's mutiny got in the way of the project. The mutineers first got rid of Captain Bligh and his supporters and then of all the plants. They eventually settled on the uninhabited little rock of Pitcairn—ironically, breadfruit (taken there by previous Polynesian settlers) turned out to be one of their staple foods...

Incredibly enough Captain Bligh and his supporters survived an open-boat voyage of 3,600 nautical miles. Despite the previous disaster he was put in charge of a second expedition to collect breadfruit plants in Tahiti and this time he succeeded: he managed to take plants to St Helena in the Atlantic, and St. Vincent and Jamaica in the West Indies from where they eventually were spread all around the Caribbean and into tropical Central and South America.

HOW TO HARVEST A BREADFRUIT



You need friendly locals to give or sell you one, or a very long harvester (ideally one that looks like a basketball hoop with a closed net underneath), because breadfruit trees grow up to 20 m. Pick a fruit that already shows a pronounced honey-comb pattern in brown and plenty of white sap. Rip off the stem and let the sap 'bleed out'—careful it's so sticky it was used for ship's caulking. Leave the fruit for 24 hours (when picked too green, breadfruit can cause digestion problems if used right away).



NORTH SOUND MARINA





Situated on the north of Antiqua close to the international airport and the city of St. John's where shopping, supermarkets, banks and all the normal services usually available in a capital city can be found. The most modern marine facility in Antigua with a large capacity for storage ashore on a concrete base with welded stands and **tie downs.** Undercover storage also available. Pressure washing, hull scraping, water supply and repair services. Dockage, slipway launching facilities, tender storage. Workshops and store rooms available short term leases. **150 ton travel lift, 30 ft beam.** 50% advance deposit. All charges in US\$. Rates available on request. All vessels must have 3rd party insurance. Some berthing available. For Further Information, Bookings and Rates, Contact Tom Hellier +1 268 764 2599 • northsoundmarina@candw.ag

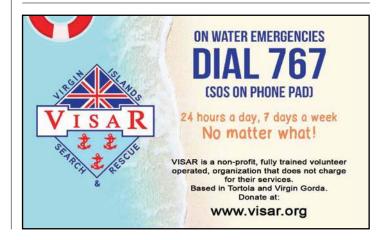
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HOW TO COOK BREADFRUIT

For potato-like dishes breadfruit should be boiled while still hard. Judging the right degree of ripeness takes experience (and failed attempts) as they turn from rock-hard ("Let's leave it a bit longer or it'll cook forever!") to overripe within half a day ("Damn, now we have mushy pudding...").

Split the fruit into 8 wedges, peel them and cut out the spongy/seedy inner bit (putting the wedges into cold water prevents oxidation).

Steam until they are soft like boiled potatoes (15-40 min., depending on ripeness).

BREADFRUIT RECIPES



BREADFRUIT BURGERS

Cut the steamed breadfruit (about 1 wedge/person) into little cubes, mix with eggs (1/person), a tbsp of flour/person, grated hard cheese and some finely chopped onion and garlic. Form little burgers and fry them in a lightly oiled pan until golden brown. Serve with guacamole, tomato salsa or yogurt dip for sundowners or take them along to a potluck!

BREADFRUIT SALAD

Cut the steamed breadfruit (about 1 wedge/person) into cubes, chop some onion finely, add two tbsp. vinegar and some salt and let stand for 1+ hour. Mix in

mayonnaise or yogurt and salt/pepper/parsley to serve like potato salad with grilled dishes.

Or: add lettuce, beans, green peppers, apples, mango or whatever else you like for a mixed salad. Serve with a balsamic/olive oil dressing.

BREADFRUIT FRITTERS

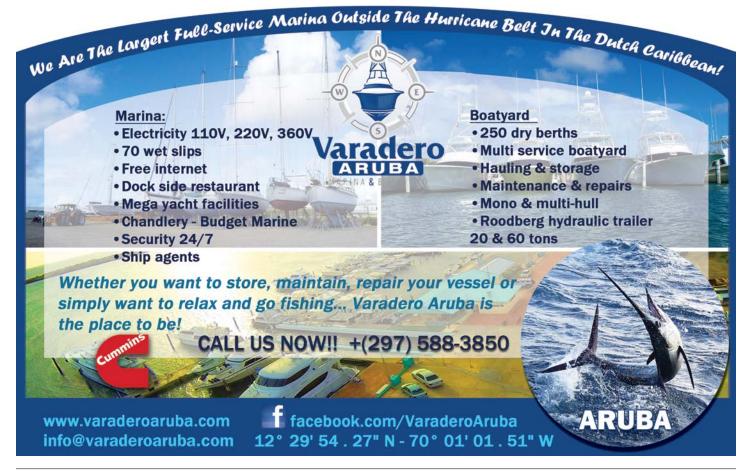
Cut the steamed breadfruit into thin slices and fry crisp in a lightly oiled pan. Serve with dips for sundowners or as a side dish for dinner.



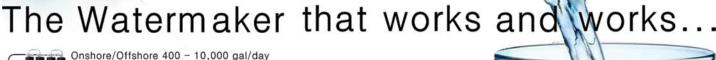
BREADFRUIT CURRY

Simply replace potatoes with raw breadfruit cubes in your favorite Indian or Thai curries. Note, breadfruit is so starchy it thickens sauces!

For more info about Birgit, Christian and their ship's cat Leeloo visit www.pitufa.at.













CARIBBEAN MARINAS All At Sea's Caribbean Marinas Guide

			Maximum Draftmum Maximum Ven	* of SI/OS	Signification of the second	Cable .	Diese/ Gas	Shower/WC Laundy Provision	Bar / Pastaurant Security VHF Channel	Wireless Internet	
ntiqua	Falmouth Harbour Marina	268-460-6054	20' 380'	60	110/220/380 3 phase				• 68/10	•	

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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

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

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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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RINCON, PUERTO RICO. Luxury villa 3 BR/4 BA with approximately 4,500 sq. feet, built on 3 levels with outstanding ocean, sunset, and Desecheo island views. The first level has a pool and covered storage or living space. The main level has an open kitchen, dining area, formal living room, media room, full bath and laundry room. The third level has a huge master suite including a full bath, ocean view balcony and two guest bedrooms. Ten minutes from beaches and downtown Rincon. Price: US \$1,250,000

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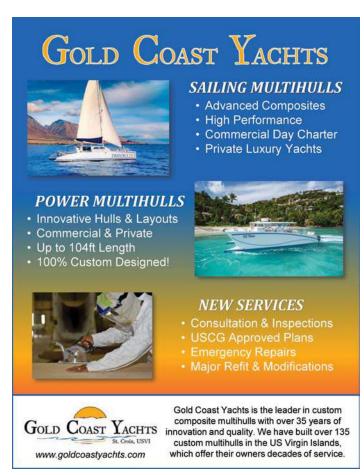
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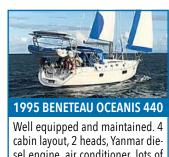
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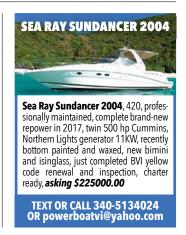


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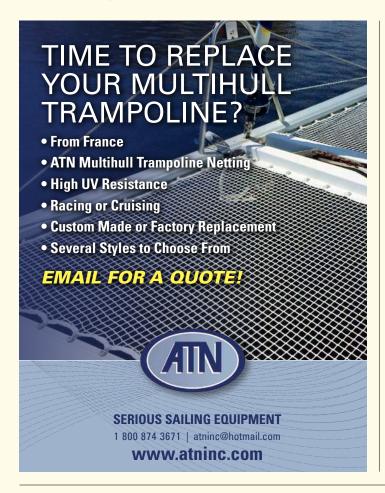




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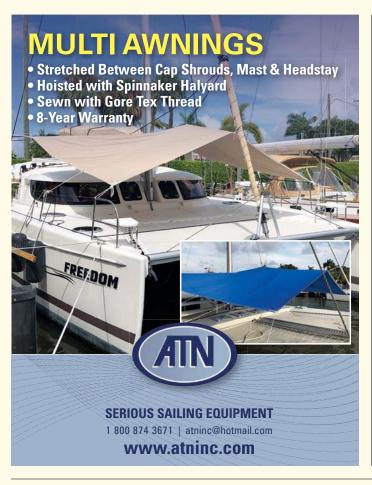
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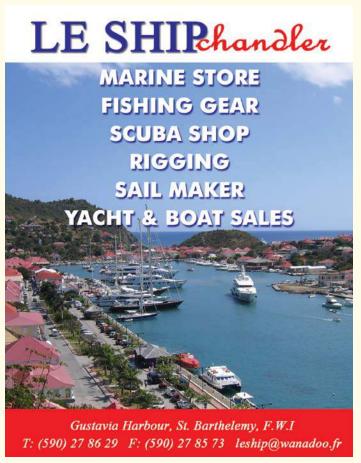








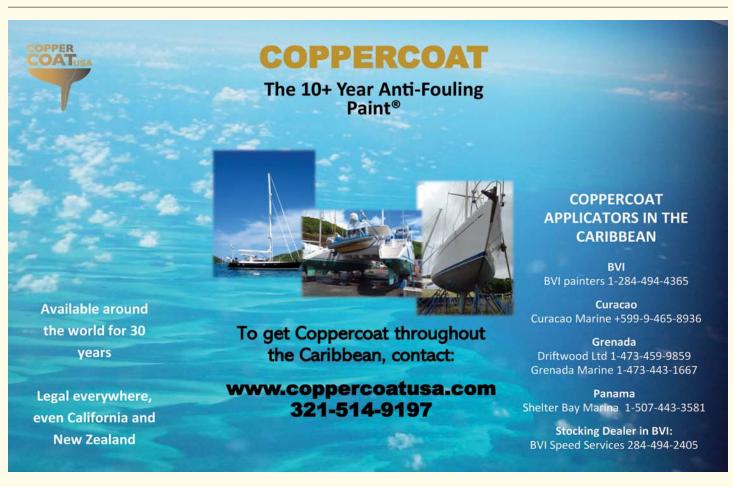




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GO COOK SOME CARROTS

CARIBBEAN COOKING BY CAP'N JAN ROBINSON

ump into June recipes for summertime fun. Below are a few favorites that are easy to prepare, delicious and nutritious.

An interesting question I was recently asked. "Does boiling vegetables, like carrots, take the nutrition out?" Answer: Carrots, actually, are one of those vegetables that nutritionally benefit from cooking and here is an alternative cooking method to boiling.

SAUTEED CARROTS

Prep time: 10 minutes. Cooking time: 12 minutes. Serves: 2 - 4

 Ib. carrots, cut in very thin slices, about 1/4 inch.
 Tbsp. Extra Virgin Olive Oil
 garlic cloves, lightly crushed

¼ cup water GARNISH: Freshly cut parsley Pinch of sea salt
Freshly ground
pepper, to taste
Fresh squeezed lemon
juice, to taste

In a sauté pan over medium heat, add EVOO. When warm add garlic and cook for about a minute. Add the carrots and cook them for about 5 minutes, to start them browning a little. Then add water, salt and pepper; cover and cook on medium-low heat about 5 minutes more, stir from time to time and add a little more water, if necessary, to prevent the pan from drying out. When carrots are tender, but not mushy, remove the lid. Add a squeeze of fresh lemon. Sprinkle with parsley.

QUICK BOK CHOY MUSHROOM SOUP

Prep time: 10 minutes. Cooking time: 12 minutes. Serves: 2 - 4

5 cups vegetable stock or water or a combination
2 Tbsp. olive oil
1/2 onion, chopped
2 cloves garlic, minced
8 oz. cremini or shitake mushrooms, sliced
1 tsp. minced fresh ginger
3 baby bok choy, sliced

2 Tbsp. tamari or soy sauce
1 medium red bell pepper, seeded and finely diced
2 Tbsp. chopped fresh cilantro
Freshly ground black pepper
4 oz. gluten free soba or udon noodles
1 Tbsp. brown rice miso

paste, optional

Place the vegetable stock in a pot and bring to a boil. In a skillet heat the olive oil over medium-high heat; add the onion and cook, stirring, for about 5 minutes. Add the garlic, mushrooms, ginger, bok choy, bell pepper, and soy sauce; cook another 2 minutes. Break the soba noodles into small pieces and add to the boiling stock, along with the miso paste. Add the veggie mixture and let it boil for 2 minutes. Turn off the heat and add the cilantro and black pepper to taste. Serve with hot sauce, lime, and sprouts.



EASY NO BAKE PROTEIN BARS

Prep time:10 minutes. Makes: 18 bars

1/2 cup vanilla or your favorite protein powder 1 cup smooth peanut butter (most popular, but I prefer using almond butter) 1/2 cup honey 2 Tbsp. almond milk
½ cup craisins
½ cup shredded coconut
1 cup of rolled oats or
quinoa flakes

Spray a 9-inch x 9 -inch or 7 x 11 baking pan with cooking spray and set aside. Mix protein powder and oats together in large bowl. Heat honey and peanut butter together in a small bowl. Stir honey/peanut butter into the oat mixture until combined. Add milk if mixture is too dry. Mix in craisins and shredded coconut (or other toppings). Press into pan and refrigerate for up to 1 hour or until set. Slice to serve.

NOTE: Great with your morning cup of coffee or tea, on the run breakfast or afternoon pick me up. They are a sweet and savory. Each bar provides about 200 calories. They are packed with protein, fiber, and healthy fats to keep you full and provide you with energy.

HINT: They are best stored in the refrigerator for up to a week or frozen until ready to eat!







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