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COVER SHOT: July 25 – August 1. Tour des Yoles Rondes. The famous four-day circumnavigation of Martinique aboard the island's traditional vessel, a yole, is still set to take place. Image courtesy of M Sambi

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CARIBBEAN NEWS



INVINCIBLE BOATS EXPANDS ITS INTERNATIONAL NETWORK TO THE BRITISH VIRGIN ISLANDS

On the heels of partnering last year with Outdoor World, with operations in Antigua and St. Maarten, the Invincible Boat Company continues its expansion in the Caribbean with the appointment of Horizon Yacht Sales as its representative in the British Virgin Islands. Invincible is a premium saltwater sport fishing and high-performance boat brand builder headquartered in Opa-locka, FL.

"The BVI is well known for great leisure boating. It's a very popular charter destination and has a healthy market for day boating and offshore fishing too," said Ian Birdsall, vice president of international business. "This brokerage partnership will help cement Invincible's growth in the region. Horizon has an outstanding reputation, a great support network and a wealth of experience that makes them a great fit for our brand."

Horizon, located at Nanny Cay Marina on Tortola, is now supplying fast weekenders and day boats to discerning villa owners.

"The Invincible range of high-end powercats and monohulls will be a popular addition to our brokerage," says Andrew Thompson, director. "We are impressed with the quality and finish of Invincible's boats. They are known for their smooth ride and high level of comfort which will make them great boats for days out in the BVI. They definitely meet the high standards that our customers demand."

Invincible's current product portfolio includes 10 semi-custom models ranging from 33' to 46' in both monohull and catamaran designs. The newest models are the 33' Catamaran announced in September 2020 and the 46' Catamaran which was seen at the Fort Lauderdale International Boat Show last year.



If you have a news story to share,
PLEASE EMAIL THE EDITOR:
editor@allatsea.net

"We are keen to extend our network throughout the region and are looking to partner with established dealerships that are highly experienced in the sport fishing and high-performance offshore boat market," says Invincible's Birdsall. <https://invincibleinternational.com>

WOMEN'S MENTORSHIP PROGRAM LAUNCHES IN ANTIGUA AND BARBUDA

Getting more women into the sport and industry of sailing is the goal of a new mentorship program spearheaded by Antigua Sailing Week (ASW), the Antigua and Barbuda Sailing Association (ABSA) and the Antigua and Barbuda Marine Association (ABMA). It's a program right on-trend and follows

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IN THE SPORT AND INDUSTRY OF SAILING IN ANTIGUA & BARBUDA.**



the continued focus from global organizations on promoting gender equality.

"The program focuses on performance sailing and although eventually we would love to see more women in racing, we decided that our program needed to be broadened to include recreational sailing and additionally to invite women into the industry," says Alison Sly-Adams, ASW president. So first, we will determine individually what the women are interested in and then we will design the program around that. The key thing is that we will be using our contacts and network to open doors for the women. That may well be literally learning to sail which would take place at the National Sailing Academy, or if one of the women aspires to be a pilot in St John's Harbour, we would build links with the port and the department of marine services and merchant shipping so she can understand the requirements."

Eight mentees from ages 16 to 30 will participate in the program's first edition. Over the next year, these women will have four one-to-one sessions with a mentor and two team days with mentors and mentees together as part of ASW.

Mentors for this first year are Eloise Green, Super Yacht Services professional; Rana Jamila-Lewis, lifelong recreational sailor, day skipper and Events and Marketing Manager of ASW; Paola Vittoria, lifelong sailor and organizer of

the World Optimist Championship held in Antigua in 2019; Elizabeth Jordan, founder of the National Sailing Academy; Junella King, sailing instructor, dockmaster and day skipper; Samara 'Nicky' Emmanuel one of Team Antigua Island Girls and a freelance skipper and delivery and race crew; Susan Elliott-Beatty, Class Secretary of the International Optimist Dinghy Association and secretary of ABSA; and Sly-Adams, who is also president of the Caribbean Sailing Association and General Manager of the National Sailing Academy. www.sailingweek.com/mentorship





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WORLD SAILING APPROVES INTERNATIONAL RS21 CLASS ASSOCIATION



It's official! The Equipment Committee members of World Sailing, the global governing body for the sport of sailing, voted unanimously in May to approve the RS21 International Class Association. This means the RS21 Class can host several international level, World Sailing-endorsed events, including World Championships.

The RS21 is a modern-style 21-foot-long keelboat with a 7-foot beam, 695-square-foot sail area, capacity for 2 to 6 crew collectively weighting 265 to 1000 pounds. The powerful rig and distinct chines are balanced by well-

mannered boat handling and an ergonomic deck layout to ensure everyone sailing has a key role to play. The retail price starts at US \$36,000.

With RS21 fleets now established in countries including the United Kingdom, Italy, Norway, Germany, Poland, USA, Bermuda and Australia as well as fleet development projects well underway in other parts of the world such as the Middle East, Central and South America, and Asia, the next couple of years will no doubt see a large growth of the class in all continental regions. This growth is poised to include the Caribbean too as there are to date three RS brand ambassadors in the Caribbean: BVI Water Sports in Tortola, Beach Addiction in St. Kitts & Nevis, and L.M. Watersports in Antigua & Barbuda.

In addition to the RS21, there are five other RS classes that can also promote themselves as World Sailing Class Associations: the RS Tera, RS Reva, RS Aero, RS100 and RS500. www.rs21sailing.org, www.rssailing.com

NEW HOOK PROMISES TO HELP FISH SURVIVE CATCH-AND-RELEASE

Conservation-conscious anglers practice catch-and-release especially for species of fish that are caught for recreational fun rather than as food. The problem is that some fish don't survive as human handling to remove the hook and exposure to air can impact health and ultimately the finned critter's mortality. Now, a new 'bite-shortened' hook designed by researchers with the University of Florida (UF), the U.S. Department of Agriculture and U.S. Fish and Wildlife Service enables anglers to successfully catch and release fish without direct contact. This





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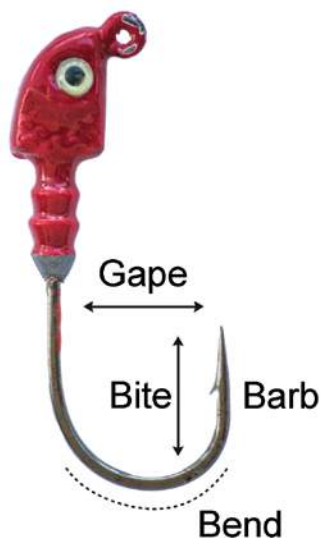
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A. Standard hook



B. Barbless hook



C. Bite-shortened



hook is basically a circle hook modified to have a shorter point or 'bite'.

"We tested the bite-shortened hook with a popular coastal sport fish, Spotted Seatrout. The results were promising in our study done with this species, but we can't report results for any other species," says Holden Earl Harris, PhD, postdoctoral research associate at the UF's Nature Coast Biological Station on Cedar Key. "Our hope is that our study will be replicated with other species where anglers target highly valued and at-risk species—such as tarpon, bonefish, peacock bass, taimen, tunas, and billfish. Such research appears warranted given the continuing rise in worldwide recreational fishing and our improving understanding of discard effects in fisheries. With further study and application, self-releasing hooks could provide novel management approaches and fishing best practices to optimize the tradeoffs between allowing fishing opportunities and conserving fish populations."

The bite-shortened hook can be fashioned at home and with simple tools. Researchers made the bite-shortened hooks from standard hooks—3.5 g (1/8 oz) jig heads ("Off-shore Angler™ Deluxe Standup") with a 15 mm bite distance—by cutting off the barbed portion of the hook with wire cutters to shorten the bite distance to 10 mm, and then sharpening the end at the cut-off point with the dermal grinder. *Here is a how-to video:* www.youtube.com/watch?v=Prrz0Fpx4A&ab_channel=UFIFASNatureCoastBiologicalStation

ANTILLES POWER MARINE CENTER OPEN IN MARINE PUERTO DEL REY

Parts, batteries, fluids and more are easier to buy than ever now that Antilles Power Marine Center opened its second store in March in Marina Puerto del Rey, in Fajardo, Puerto Rico. The store, which is open from Monday to Friday, has a full stock of products available as well as a Volvo Penta certified technician on site. Parts and equipment can be ordered for direct delivery to the marina. The company also offers its clients weekly special offers.

"We are very happy to be able to provide our clients with boats, yachts, hotels and marinas with closer service to their area," says Timothy Gomez, chief operating officer and general manager.

"Our specialized technicians are in high demand in Puerto





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Rico and the Virgin Islands, so we are proud to expand our reach," adds Rudy Hernández, services manager.

Antilles Power, recently recognized Supplier of the Year 2020-2021 by San Juan Marriott Resort & Stellaris Casino, is an authorized dealer for Volvo Penta, MTU, Detroit Diesel and Kohler Marine Generators. In addition, the company offers products and services for Kohler, ZF, Lifeline, Twin Disc brands, among others.

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Antilles Power also operates a store in Carolina, Puerto Rico, where its corporate office is also located. Founded in 1999, the company has offices and service locations in St. Thomas and St. Croix, U.S. Virgin Islands; St. Martin; and the Dominican Republic. www.antillespower.com



EIGHT BELLS: PETER HAYCRAFT

Peter, an Englishman from Worthing in Sussex, passed away peacefully at home in Tortola on the 29th May, 2021.

He became a master mariner at a young age and in 1960, and recently married, he decided to move to the British Virgin Islands. He quickly found work as a boat and ferry captain and before long he identified the demand for imported food and a retail grocery business. Road Town Wholesale Ltd was born.

In 1967 the need for his own vessel for reliable shipping to the BVI became paramount so the company bought an old 60-ft wooden cargo boat, the MV Kilros in the UK and motored it across the Atlantic, a challenging feat at the time.

Over the following 50 years the company expanded to five supermarkets and in 1986 a shipping business, Island Shipping, was incorporated.

Peter's passion was always sailing and the sea. His own yacht, Pipedream, was often at the head of the leaderboard in local regattas throughout the Caribbean. He was influential in creating the annual BVI Spring Regatta which remains one of the foremost regattas in the region today. He was elected Commodore of the Royal BVI Yacht Club no less than thirteen times.

One of Haycraft's enduring character traits was his philanthropy. Always eager to promote sailing in the BVI's youth he helped provide equipment and expenses for promising youngsters to partake in the sport and take part in events. After the devastating hurricanes of 2017 he contributed substantial funding to the rebuilding of the Enis Adams Primary School into a modern and state-of-the-art facility.

In 2020 Peter was awarded an OBE by Her Majesty the Queen for services to the British Virgin Islands.

Peter and his wife Penny made the BVI their home from 1960, raised three children and enjoyed 62 years of married life. He is survived by Penny, son Chris and daughters Susan and Julie.





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JULY 2021 EVENTS

BY CAROL M. BAREUTHER



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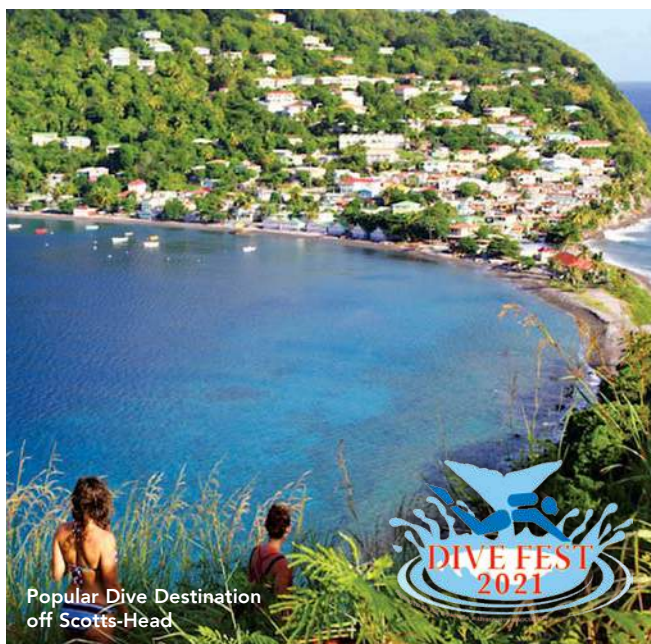
JULY 3: Firecracker 500.

Twelve to 15 boats are expected to race in this annual event hosted by the BVI's West End Yacht Club. "Racecourses will be determined by conditions and unfortunately, as of the end of May, we are still restricted by government regulations to exclude Great and Little Thatch," says Peter Clatworthy, WEYC commodore. In addition to the racing, the highlight is the infamous afterparty and popular Chili Cook-Off held at Omar's Fusion, West End. The Cook-Off features as many as 20 different chili entries from all comers. Participants get to sample the chili's and vote for their top choices. www.westendyachtclubbvi.com, www.facebook.com/groups/weycbvi/



JULY 9 – 18: Dominica Dive Fest.

While COVID has curtailed the traditional 11-day celebration, the Dominica Watersports Association (DWA) will offer small-scale events so locals and visitors alike can enjoy the beautiful undersea world that surrounds the Nature Island. "Our member dive shops will host one or two events to hold locally, at their dive center or place of operation. Activities will include Clean-Up Dives, Discover Scuba Diving for Kids, and Marine Environment Education on Lionfish and other conservation issues," says Wendy Walsh, the DWA's secretary. Dominica's Dive Fest, which began in 1994, is the Caribbean's longest-running scuba diving and watersports festival. Participating dive shops include Cabrits Dive, Dive Dominica, Fort Young Dive, Island Dive Operations, Island Style Fishing, JC Ocean Adventures, KHATTS, Nature Island Dive, PH Whale Watch and SALT Dive. www.DominicaWatersports.com



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JULY 16 – 18: Annual Deep-Sea Classic Fishing Tournament.

Details were still being finalized as of late May, yet this event will happen and once again be hosted out of the Grand Caribe Belize resort on Ambergris Cay. Prize-worthy species for catch-and-release include blue marlin, white marlin, sailfish and spearfish, as well as the heaviest dolphin (mahimahi), tuna, kingfish and barracuda. The Grand Caribe resort is home to the only International Game Fishing Association (IGFA) approved weigh station in Belize. What draws fishing fanatics here for the tournament as well as year-round is the region's longest coral reef located only a few miles offshore where over 500 species of fish swim and live among the flats and lagoons. www.grandcaribebelize.com

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JULY 23 – 28: Grenada Chocolate Fest.

Indulge your passion for chocolate in-person, virtually or both at this event that celebrates everything from the tree to the bar. “New this year are both virtual and live events,” says Magdalena Fielden, founder of the festival hosted at the True Blue Bay Boutique Resort & Marina, in Grenada. There will be hands-on workshops using cocoa and chocolate ingredients, chocolate tastings and pairings, and arts and crafts inspired by cocoa and chocolate. Video presentations will talk about holistic ways to use cocoa and the local cocoa forest ecosystem. Grenada Chocolate kits are available for purchase online in the US and Canada for those who would like to virtually participate in the workshops. www.grenadachocolatefest.com, www.truebluebay.com

JULY 25 – AUGUST 1: Tour des Yoles Rondes.

The famous four-day circumnavigation of Martinique aboard the island’s traditional vessel, a yole, is still set to take place, according to organizers who met in mid-May. First held in 1966, the event was revived in 1985 and recast in its current format: sail by day and party each evening in four different venues as sailors navigate around the island. Noteworthy is that the Martinican yole was included in UNESCO’s Intangible Cultural Heritage List for the first time in December 2020.



PHOTO: M SAMBI

This fast, light, shallow-draught boat powered by one or two brightly colored rectangularly-shaped sails was a key tool of the islander’s old-time fishing trade. This year, the yoles must cross the start line in the open sea rather than closer to shore. This is how the event starts in the video game version, which is available for download and virtual racing for those who cannot attend in person. tourdesyoles.com/tour-des-yoles-2021/, yolesmartinique.com/

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EARLY SAILING STARS, BACK IN THE DAY

CRUISING BY CAP'N FATTY GOODLANDER



Carlotta, the 36-foot ketch that Fatty and his wife Carolyn built in 1971 in Boston.

Since I grew up aboard, it was always a given that someday I'd circumnavigate—but there was 'many a slip between the cup and lip' as they say. My first boat rotted faster than I could wood-butch new planks and frames into her. It took me a while to build a new 36-foot ketch from scratch with empty pockets. Thus, I was in my mid-twenties in the late '70s before heading down to the Lesser Antilles for a brief shakedown cruise before shoving off on my first circ.

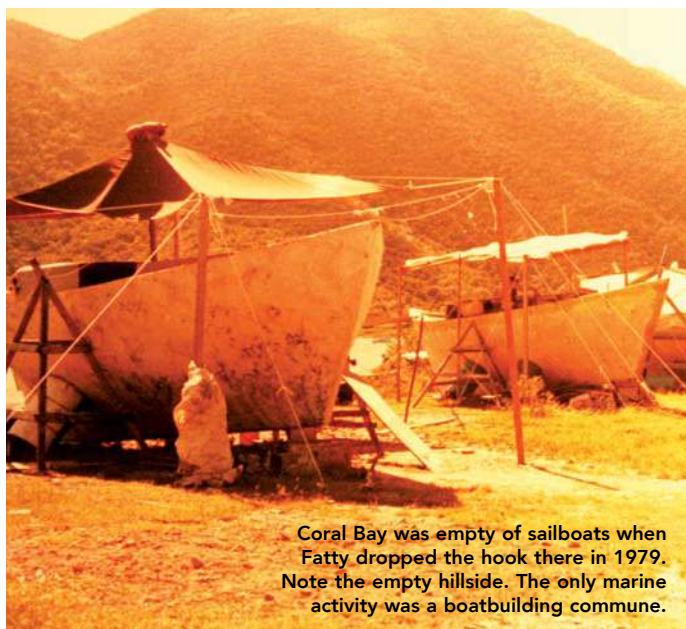
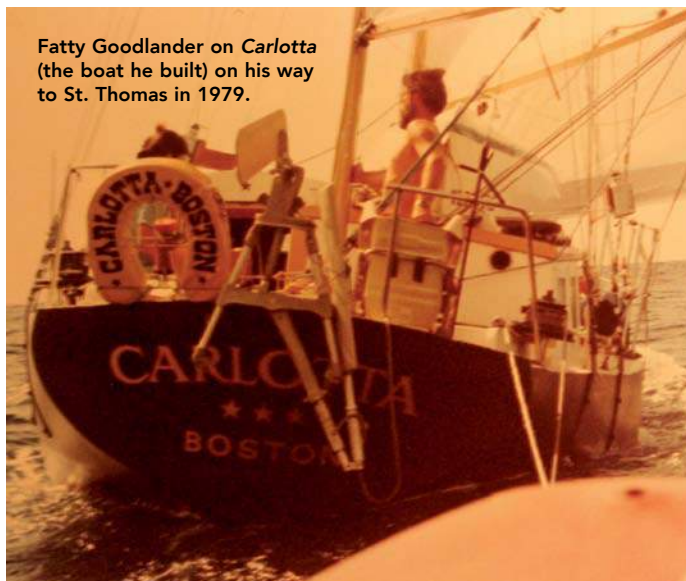
Luckily, in the Bahamas I met a cowboy bullrider from Texas named **Fritz** on a heavily-damaged boat called *Tumbleweed*. He claimed to have been just rescued by the USCG

Cutter *Sagebrush*—at which point, I stopped believing anything he said.

There was one problem with the Virgins back in the day—a bottle of Cruzan Gold rum cost 82 cents at the Long Bay Woolworths and it seemed to me that if I wasn't drunk, I was wasting money. (Of course, I occasionally attempted to stop being a rummy by the application/inhalation of a well-known West Indian herbal medication—without much success.)

The first place on St. Thomas that I set foot on was in French Town—where a strange guy with a black beard who loved to dress up in fancy fetish costumes (or so it seemed to me) was

Fatty Goodlander on Carlotta (the boat he built) on his way to St. Thomas in 1979.



Coral Bay was empty of sailboats when Fatty dropped the hook there in 1979. Note the empty hillside. The only marine activity was a boatbuilding commune.

leading a parade of Carnival-crazed kids in the park. He told me his name was **Cain Magras** and that he was a senator. "Yeah, right!" I told him, then, "Don't take me for a fool, mon!"

On the way back to the boat, there was a white guy ranting about the National Park—with a young boy at his feet sitting on a stack of damaged windsurfers. The grease-smeared young boy was intently souping up a Sea Gull engine by tossing in a domed piston and port-and-polishing the cylinder wall. Strange!

"And what are you two guys up to this fine day," I asked in an attempt to gloss over the father's obvious anger-management issues.

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A slim Cap'n Fatty on Antigua during Race Week in the early 1980s.

My first boat rotted faster than I could wood-butch new planks and frames into her. It took me a while to build a new 36-foot ketch from scratch with empty pockets.

"We're building a one-wheel marine railway," **Dick Avery** said crazily, "It is darn right silly that railroad trains have four wheels—don't you think?"

The young boy, who went by the name of **Morgan**, hoisted an eyebrow at me as if to say, 'See what I gotta put up with?'


I ignored them both, and strolled down the waterfront—where a bar called Sparky's was advertising the **Mamas and Papas**. Had the world gone nuts while I was at sea? A

fella named **Bill Grogan** was walking out and blinking his dilated eyes at the bright sun. He invited us back to Barnacle Bill's—where **Paul McCartney** was shrilly demanding a pack of ZigZags. "Got any paper? Got any papers," Paul kept asking. (We later saw John Prine at the Barnacle Bills—but a nodding John was clearly too cross-eyed to see us!)

A photographer skipped by with a camera and claimed to be **Howard Johnson**—did I look gullible or something?

Once word got out that I was an aspiring writer, everyone referred me to **Herman Wouk** on Water Island who'd just written **Don't Stop the Carnival** and would eventually team up with **Jimmy** (yea, as in Buffett) for the musical.

Anchored off **Avery's** was an engineless powerboat with a penniless, wrench-twisting South African refugee aboard pathetically ranting about the lack of outboard headgaskets.



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Fatty helming Wild Card in the Virgins with Monkey Bill and Scooter



His name was **Robby Ferron** and, out of pity, I bought him a beer—the best money I ever **budgeted**.

Was that youthful circumnavigator **Robin Lee Graham** of Dove-fame strolling by?

Out in Red Hook was *Johnny Harms* who had a crowded liars table at his waterfront bar—not that any honest fish head would wander in. We dropped the hook amid the Lagoons in Brenner Bay Lagoon—and bumped into **Timothy Carstarphen** being drowned (well, almost) by an evil Russian Princess.

Okay, in Timothy's defense, the Russian gal was hot, hot, hot! Oh, dem were de days, me son! **Timothy, Parker Hall, Austin Gumbs, Mighty Whitey, Mace, Tim Peck**, I, and numerous other reprobates used to terrorize *Bottom's Up* throughout the '80s. I'm still friends with Timothy's sister **Tere** of schooner *Maverick* fame—she lives in NZ now.)

There was one problem with the Virgins back in the day—a bottle of Cruzan Gold rum cost 82 cents at the Long Bay Woolworths and it seemed to me that if I wasn't drunk, I was wasting money.

Cap'n Fatty's palatial office in a bomb shelter on St. John.



In Coral Bay was a small 28-footer with **Tom and Barb Gerker** aboard—Tom wanted to know if I knew where he could get a job and I sadly advised him that—honestly?—I didn't think anyone would hire him. Thus, **Coral Bay Marine** and **Parts & Power of Tortola** were born out of necessity.

It didn't take long on St. John until I needed to find a connection—although **Connections** turned out to be a phone answering service run by **Cid Hamling** (whom I'm still in love with all these years later). Cid introduced me to **Peter Muihlenberg** who made it into *Time Magazine* by sailing his boat back and forth in front of Caneel Bay Resort while **Tricky Dick** was there—with a mainsail that said, "While **Nixon** lazes, Indochina blazes!"

I used to love anchoring in spacious Cruz Bay in the 1970s—when artist **Les Anderson**, architect **Glen Spear**, **Albert Willis**, **Bob Nose**, **Forest Fischer**, and **Professor Gilbert Sprauve** might wander by while Russian opera star **Ivan Jadan** would sing like a caged bird (when Ivan wasn't planting Lignum Vitae trees throughout the island, of course).

Cap'n Fatty used to teach Team Racing at the St. John KATS program. The kids won a bottle of champagne!





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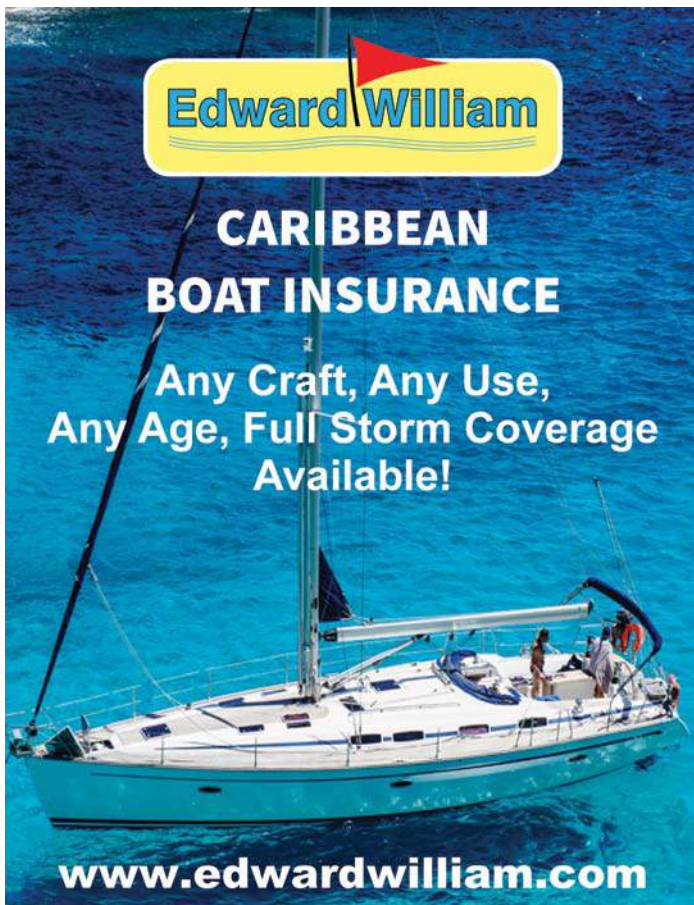
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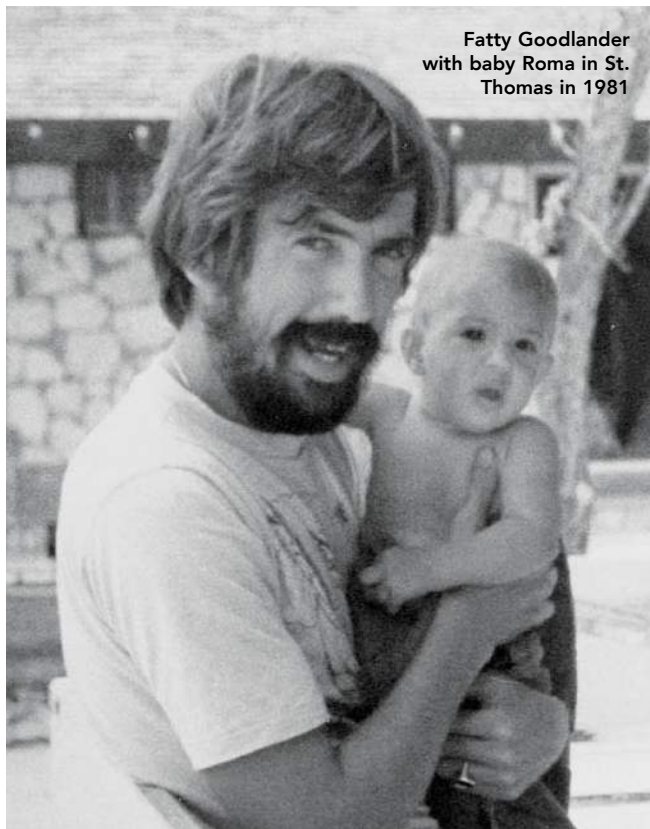
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Fatty Goodlander
with baby Roma in St.
Thomas in 1981

Dick and Joni Stout of Dragon, for example, had a cut-off switch on their shower pump next to the captain's place at the galley—where Dick would shout that he'd 'see if he could get the fresh water pump working long enough for you to rinse off' to his guests.

Oh, the local yacht racing scene was quite liberal in those days—especially the big-breasted babes racing with plastic surgeon Doctor **Tattersall** of the *Purple Palace* with his rainbow-breast-flag and his professional motto of 'Tits by Tat!'

Yes, the **Holmberg Brothers** were playing in the sand at the STYC. This was long before **Taylor Canfield** was a gleam in father **Bill's** eye.

Yes, the carnival on Saint Tee was a blast—especially with yacht racer and gymnast **Rudy Thompson's** trampoline on wheels as he drunkenly jumped over live wires downtown—so what electrical madness! (Nobel-prize winning author **John Steinbeck**

wasn't always hovering over Rudy, only sometimes.)

Actor **Kelsey Grammer** could be seen wandering about—but actress **Lisa Canning** and porn star Jasmin St. Claire were too young for me to remember. (Ditto, basketballer Tim Duncan.) World champ boxer **Julian Jackson**, however, was a familiar sight on St. Croix. Of course, **Alexander Hamilton** was long before my time—I've only seen him on a ten-dollar bill.

I do, however, remember a tennis star and school chum of my daughter's, **Hannah Jeter**, who ended up on the cover of *Sport's Illustrated* 2015 swimsuit issue—my, how they grow!

But the most amazing thing about my arrival in the Virgins during the late 1970s was that it was *all actually true*—utterly true that the Virgins were paradise on earth for wayward sailors.

That bullrider named **Fritz Seyfarth** in the Bahamas told me to look up **Dyke and Inga Wilmerding** on *Zulu Warrior* and that couple amused me for years telling wild tales of the early days of chartering aboard their wooden Alden schooner *Mandoo*. They turned me on to **Pieter and Pat Stoecken**—Pat still helms their beloved *CYS Independence* on daysails to St. John. Both introduced me to **Neil Lewis** of the Nevis-built schooner *Alexander Hamilton*, an ex-disc jockey at the local radio station WSTA. Neil played guitar and had a deep, thrilling voice. He also refused to say whether he did have, or did *not* have, an affair with author/actress/commie **Lillian Hellman**. Neil was an old '60s radical—one of his boats had a red star on its mainsail and was named *Red Hooker*. (Sadly, I gave Neil's eulogy at *Latitude 18* awhile back.)

Oh, the early charterers of the VI who berthed an international industry were a fascinating bunch of rummies. **Dick and Joni Stout** of *Dragon*, for example, had a cut-off switch on their shower pump next to the captain's place at the galley—where Dick would shout that he'd 'see if he could get the fresh water pump working long enough for you to rinse off' to his guests. No, there were no watermakers in those days.

Or **Basil Symonette** of *Sea Saga* who went on to nurture the Bitter End into tourism (and sailing) greatness.

It was the perfect place to spend a season on 'shakedown' before setting off on my first circumnavigation... so I spent a happy two decades there before setting off on my eventual Big Fat Circle. True, I no longer live on St. John in the Virgin Islands—I'm headquartering out of Singapore now—but the deeper truth is my heart never left.

These lovely isles made me a man—and I was, am, and always will be grateful for their joyous welcome. (end)

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SAILING WITH CHARLIE: JULY WATERSPORTS

CHARTER HUMOR BY JULIAN PUTLEY
GRAPHICS BY ANOUK SYLVESTRE



The Caribbean is the best location in the world to partake in water sports; the water is warm, gentle breezes waft through the atmosphere, the turquoise star-spangled rippling ... (Jeez, sometimes Charlie waxes poetic). Seriously, take a look at all the watersports options out there. There's snorkeling – now evolved into Snuba: a deep snorkel where you breathe air through a tube from a tank at the surface. A couple of Snubas and you'll probably be so enthralled with the undersea world that you'll be ready for a SCUBA course, the adult way to explore Neptune's magic.

Water skiing has mostly been relegated to the annals of the 60s. It was once thought of as the ultimate water sport but it has been superseded by Kiteboarding and Flyboarding. Kiteboarding is a thrilling sport to watch and a real rush for the kiteboarder. Charlie thought of taking it up but then remembered when he went snow skiing for the first time. After a few days of lessons, he got the hang of it and after a worrying ride up the mountain in the lift, he took off down the slope at an ever-increasing speed. But there was a problem – he'd never learned how to stop. Tearing down the slope at 40 mph Char-

lie decided to just fall over. He just missed a jagged rock and finally came to a slithering stop just feet away from a sheer drop... Pheeww!

The challenge of kite boarding could be the same. Charlie has watched many stalwarts whizzing around at amazing speeds, foiling (America's Cup boats) and sometimes kiting right up to a bar, stabilizing the kite and remaining stationary while drinking a beer and then flying away – with another complimentary beer in hand. Charlie is in awe at this skill level but he has had kitemares: seeing himself doing a jump, having the wind catch the kite and ... landing him an hour later some 20 miles away.

Jet skis are some people's choice of watersport fun. It takes little skill and can be a nuisance to liveaboard boaters, what with the noise and potential danger to swimmers. Like water skiing it's one of those 'look-at-me' activities where showing off is the primary intent and weaving through anchored boats serves this purpose. Some Caribbean destinations have restrictions on jet skis. But away from boats and beaches have at it – it's a good way to impress your girlfriend riding behind you.

One of the latest thrills is flyboarding (less than 10 years since its invention). A flyboard rider stands on a board connected by a long hose to a watercraft. Water is forced under pressure to a pair of boots worn by the flyboarder, with jet nozzles underneath which provide thrust for the rider to fly up in the air and do tricks like backflips, loops, dives and more. Charlie is dying to try it and has bought brown underwear to go with his first attempt.

Surfing will always be watersport #1. In the winter months Caribbean islands with exposed north shore beaches will often have super wave breaks for surfing. There are no fancy gadgets here, just a board, you and your skill.

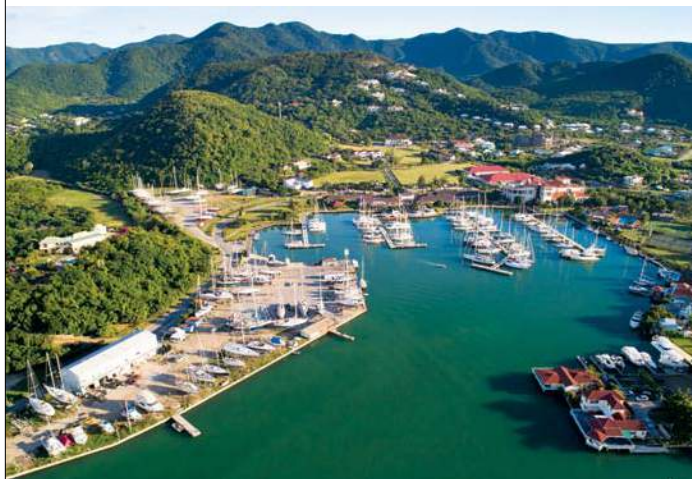
Charter boat guests often want a fun time without serious challenges. Paragliding fits the bill here with fabulous panoramic views, as does donut riding (being dragged behind a fast inflatable in an inflated ring and hanging on for dear life as the driver of the boat tries to tip you out by making fast, tight turns. Screams of delight are proof that fun in the sun is happening.

So, you can see the Caribbean is not just rum and reggae but a whole lot more. Grab the moment and get the adrenaline flowing.



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

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ASK THE EXPERTS

BY SIMEON JOSEPH, SALES REPRESENTATIVE AT BUDGET MARINE GRENADA



How to make gelcoat shine in the Caribbean?

Answer: Chalk is the Enemy!

All cans of polish or rubbing compound come with instructions and I would be the last to recommend ignoring those instructions. NOTE: These instructions are often written for more temperate climates compared to our sun drenched and salty conditions in the Caribbean.



A recent effort at improving the gelcoat of my 1989 model sailboat reminded me to first establish the amount of chalking of the gelcoat. This is the easiest thing in the world because you simply need to rub your finger over a part of the gelcoat. If you find, as I did that the top layer consisted of chalk then forget using bottles of anything and start with wet dry sandpaper. If it is as bad as mine was then start with 500 grit and finish with 1000 grit.

We are talking about hand sanding. If you avoid sanding by hand and use a machine the buffing pad will load up with lots of the non-shining mix of chalk and polish and you will have to wash the buffing pad more often than necessary.

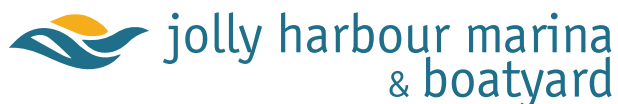
When the chalk test and potential sanding is complete, you can go back to using bottles being either the multi bottle system (rubbing compound and then polish) or a one step restorer and polish.

If you use the bottles with heavy chalking then your result will be a frustrating and dull surface where the bottled products have combined with a great deal of chalk and there is no shine to be had no matter how optimistic the instructions on the bottles were.

Don't be intimidated by the idea that using sandpaper when ultimately you are looking for a shine is counter productiveyou must get rid of the chalk!



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ANTIGUANS MAKE THEIR MARK IN THE AMERICA'S CUP

BY CAROL M. BAREUTHER



A full family
adventure in NZ

Antigua and Barbuda resident's loyalty was split three ways when it came to cheering at the 36th America's Cup, which sailed in March in New Zealand. That's because three island sons each raced on different teams. Shannon Falcone, with five Cups already under his belt, sailed for the Italian Luna Rossa Prada Pirelli team. Louis Sinclair, who was on the roster for Oracle Team USA in the last Cup, served as a grinder for Cup winner Emirates Team New Zealand. Sinclair's younger brother, Alex, made his America's Cup debut as a grinder for the New York Yacht Club's American Magic. It's incredible to consider that one island nation that measures a little more than half the size of New York City can boast not one, but three sailors in the most recent America's Cup.

A SPORT STARTED IN CHILDHOOD

Falcone was born in England and sailed to Antigua with his family at age 3.

"In my generation in the Caribbean, there wasn't the dinghy program that there is now. As a kid, you got into keelboats, big boats right away. Maybe it was sailing with your parents or your parent's friends. Heineken, Rolex, BVI, the Classics and Sailing Week, we did them all. The Caribbean has always attracted big talent. So, there you are as a kid, sailing with professionals and it was something to really soak up," says Falcone, now age 40.

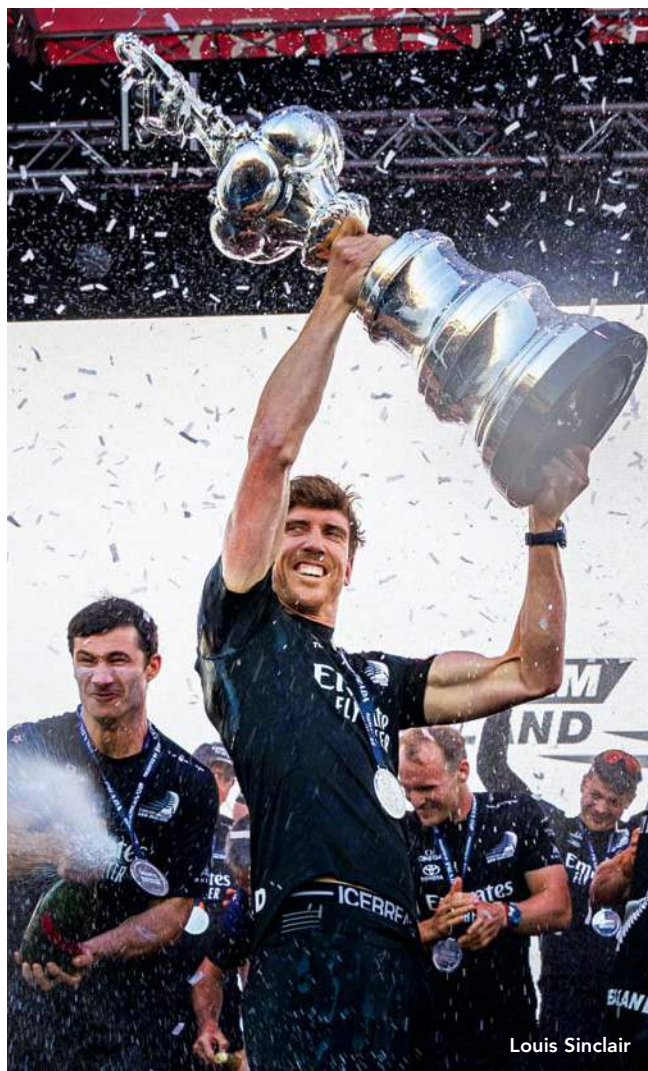
Falcone also sailed Stars with his father Carlo Falcone, who competed in the same boat at the 1992 Summer Olympics. He left home at age 19, completing ocean deliveries, a circumnavigation, Louis Vuitton Cups and two Volvo Ocean Races along the way. Falcone won the 2010 and 2013 America's Cup as a member of Oracle Team USA.

Louis Sinclair, now age 29, started sailing at the Antigua Yacht Club when he was in primary school under coach Karl James. He decided to turn pro as a teenager.

"I feel lucky to have gotten the opportunity to join a sailing boat in English Harbour when I was 17. That set me on the path I am on now 12 years later," says Sinclair.

Born in New Zealand, Sinclair was raised on his mother, Nancy Nicholson's, home island of Antigua. Louis's big boat experience is impressive having raced aboard Leopard 3 and 100ft Super Maxi Comanche in the past. He has Volvo Ocean Race experience and is now a two-time America's Cup veteran.

Younger brother Alex is also New Zealand-born and Antigua-raised.





Shannon Falcone - Remembering the inspiration Holmberg had on me being an islander in the Cup

"I feel extremely fortunate to be sailing at a high level of the sport and a lot of that is thanks to growing up in Antigua. As a kid, you spend a lot of time in and on the water which gives you such a great foundation for any water sport really. I started sailing with Karl James as an after-school activity and things took off from there. That and the combination of having many high-performance race boats based in Antigua for their Caribbean season gave me a great pathway into the sport as long as I was willing to work hard enough."

Sinclair left the island after high school, obtained his Yachtmaster certificate in Europe and embarked on a professional sailing career culminating in making the American Magic America's Cup Team.

Looking ahead, all three men have impressive sailing plans. Falcone is team captain for Antigua & Barbuda in the new Star Sailor League, and the Sinclair brothers are both on the SailGP tour, Louis with New Zealand and Alex with the U.S.

ADVICE FOR YOUNG CARIBBEAN SAILORS

What advice does each of them have for young Caribbean sailors who aspire to sail professionally in the upper echelons of the sport?



Alex Sinclair




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Shannon Falcone (R) giving Alex Sinclair (L) his first foiling experience on the helm (St. Barth's 2018)



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Louis Sinclair recommends, "Get a full-time sailing/racing boat and work your way up from there. Starting on dinghies is good when you're young, but to make a career of it, it helps to learn the big."

Finally, physical fitness is especially important so the earlier you can start training the better, says Alex. "Work hard and stay focused, opportunities will present themselves. And take advantage of living on a Caribbean island, get out on the water." 🌊

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ST. VINCENT AND THE GRENADINES, RECOVERY FROM DISASTER

BY JOAN CONOVER, SSQA
IMAGES COURTESY OF CANYON DUNCAN



After months of unrest, on April 9, 2021, St Vincent's **La Soufrière** volcano exploded violently, covering St. Vincent, the Grenadines, and Barbados with ash fallout. Now after close to two months, the volcano eruption phase has been classified as "orange", down from "red" eruptive levels; this could change at any time. The volcano, while not dormant, has entered a quieter phase. This event is being continuously monitored by the University of the West Indies, St. Augustine, Trinidad and Tobago, Seismic Research Centre (UWI-SRC). The center is the official source of information for earthquakes and volcanoes in the English-speaking Eastern Caribbean. A 3-person team composed of senior scientists and technicians from The UWI-SRC and the Montserrat Volcano Observatory (MVO) is

currently on island. This team, based at the Belmont Observatory, works closely with local authorities to monitor the volcano. Scientists are observing for possible changes, however, the St. Vincent situation seems stable per reports from <http://uwiseismic.com>

Life in St Vincent and the Grenadines is going back to post COVID normal, stores, restaurants and cafes are open, wifi works, and boats are on anchor harbor in Bequia and southern anchorages of St. Vincent. The Tobago Cays and the rest of Grenadines, due to the COVID situation, are experiencing low occupancy. In the Grenadines, where it was hard to anchor in the past, few boats swing at anchor; it's back to the 1950s-60s flavor for the now quiet anchorages.

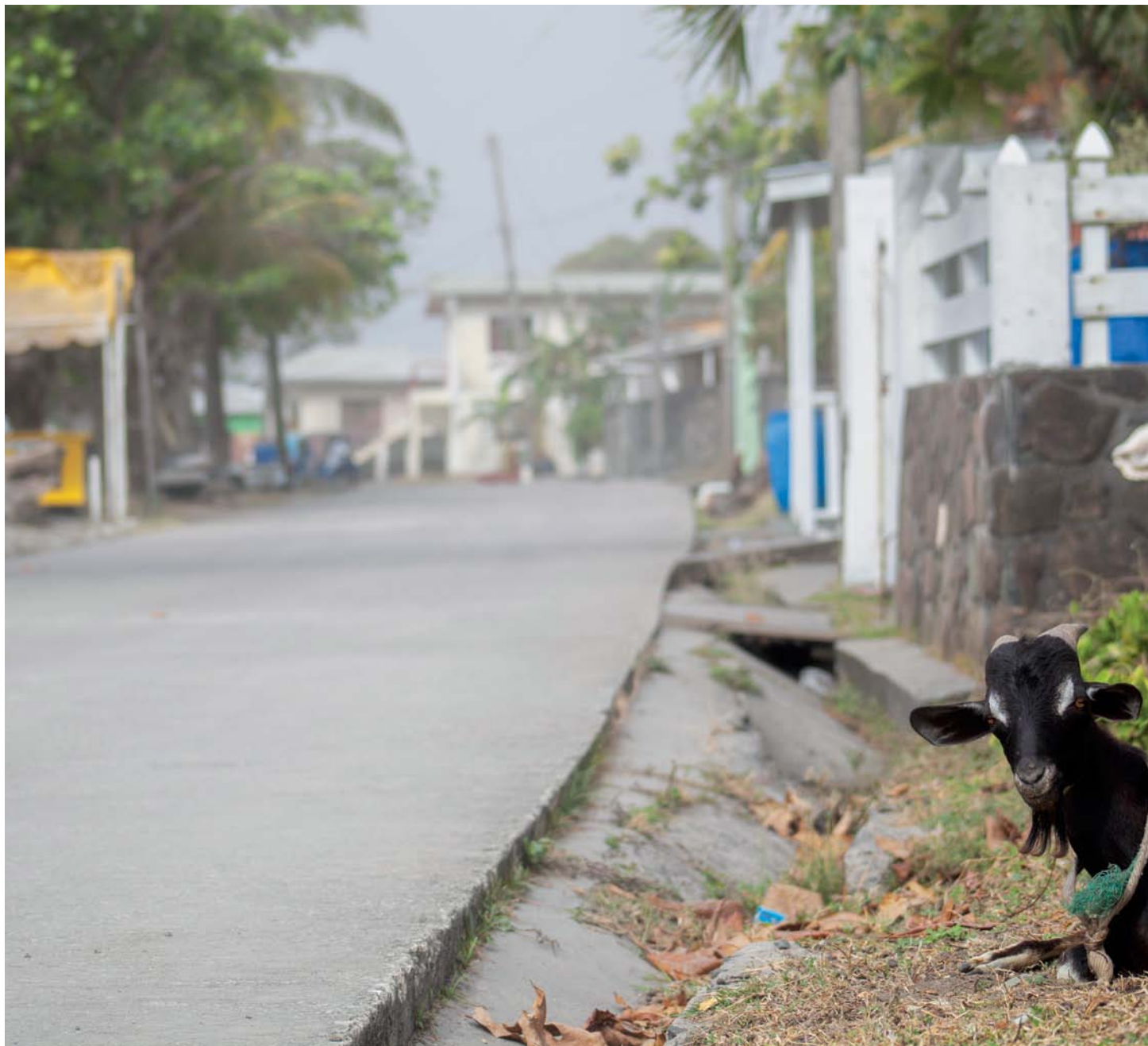


Life in St Vincent and the Grenadines is going back to post COVID normal, stores, restaurants and cafes are open, wifi works, and boats are on anchor harbor in Bequia and southern anchorages of St. Vincent.

Regarding country entry, the only place vessels can clear into St. Vincent and the Grenadines is Young Island/Blue Lagoon. Boats arriving from other foreign ports must go to St. Vincent first. However, as of May 20, 2021, there are no issues there,

cruisers are reporting enjoying other St Vincent anchorages such as Cumberland. Boats are told to avoid the northern part of the island, whether for stopping or even sailing close to shore. Airports are open for support services, and airlines such as Virgin are planning to restart commercial services. Ferries, while still utilized for supporting resupply, are back in post-COVID operations. Recovery is in progress.

In the first post eruption period, vessels in St Vincent, and Bequia faced ash fall, centimeters and in some locations, inches deep. Most boats evacuated south, leaving the island for the Grenadines and then further south to Carriacou and Grenada. No one knew what might happen, a massive evacuation of people from the red zone around the volcano occurred; boats



rapidly left, heading south in ash fall. One boat crew Captain David and First Mate Nikki Bettis, on SV BooRei, not only were sitting in a cafe in St. Vincent when the first eruption happened, they experienced the ash effects as they sailed south at hull speed towards the Grenadines. The ash coated SV BooRei's 42 ft topsides, evenly spread several cm over dodger windows, with gray/white ash finding every nook and cranny inside. David Bettis covered the engine air intake vents, they both wore masks and goggles. They reported frequently on status during passage, a rather concerning exodus. Boorei finally dropped the hook in a friendly Grenadine harbor, sitting and waiting

out the next days. It took Nikki ten days to get the ash dust cleaned up. They communicated with photos to Facebook and comments over the long weeks of waiting out the eruption. Per fleet maps, most boats were gathered in the southern part of the Grenadines, few headed west.

Warning was given to wear masks and goggles, not breathe in ash, not run reverse osmosis systems if ash in the intake water, and rinse, not brush off, to clean off ash deposits. The ash is bad for air intakes, boats put covers over intake ports, and cleaned filters frequently. As mentioned above, boats from



St Vincent and Bequia areas headed to Tobago Cays or at least the more southern areas of the Grenadines. Per Nikki, of Boorei, it really did not make much difference as to ash where they finally anchored; ash fall was all the way to Grenada, who got a light dusting. Barbados faced heavy ash fall, it was as dark as night midday when winds from the west and south west moved ash clouds over the island. St. Lucia, not only had a view of the eruption from the Pitons, but also a slight dusting during the first eruptions. Now that all has resolved, only ash on lands around the volcano and swept down slopes in lahars is a problem. The most recent images of the volcano

show denuded slopes, a gray dusty ash covered rocky mountain, a lahar generator in seasonal rains.

While at first there was tremendous concern regarding the pandemic, due to the low vaccination numbers of only 14K out of approximately 110K citizens. Shelters started major COVID testing and immunization efforts. Several commercial cruise ships stood by to expatriate citizens to St. Martin, but finally left with just US and UK citizens. St Vincent's population wanted to stay with their homes and families. Then as time passed, the feared full blown epidemic in the shelter environ-



Regarding country entry, the only place vessels can clear into St. Vincent and the Grenadines is Young Island/ Blue Lagoon. Boats arriving from other foreign ports must go to St. Vincent first.

ment did not happen. Numbers peaked, but the most recent count was two new cases. The island has, as of recent count, a low percentage of cases.

Currently, for passage around St Vincent, boats should be aware to give leeway around the northern red zone. Approximately the northern 1/3 of the main island is under Orange alert due to possible ash venting; but the main concern is due to lahars. Lahars, mudflows with large rocks, trees and debris, can move at miles per hour, and scour out river beds, buildings, towns, land and roadways. These lahars, have reached all northern coastlines such as Sandy Bay on the east, on the west and on the north

sides of the 'red zone.' See information, guidance and the photo gallery at <http://nemo.gov.vc/nemo>. Most recent flows are caused by rain washing down loose debris and ash from the volcano slopes. The concern of the danger is clearly indicated by the warnings in the weather reports provided daily by St Vincent's National Emergency Management Organization (NEMO). Additionally, vessels should plan to keep a watch for debris in the waters around the island. Trees or lumber or other floating objects and passing vessels do not mix well.

Bequia is experiencing a resurgence in visiting boaters, clearly found in both the filling anchorage but also in the open restaurants and cafes. It's business as usual for Bequia and some southern harbors of St. Vincent. A good site to check for current openings, menus and events is the free and local online www.begos.com; this website also lists COVID information, provides links to government sites for customs and more. Also donation and supply needs are listed; various foreign countries are continuing to send donations; the needs are ongoing even when the media outlets find other topics of interest. The most important information to know is not only the status of the volcano and COVID, but donation



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sites. Several non-profits, such as Rise Up Bequia, and Action Bequia are listed at BEGOS, as well as government donation agencies, all of which go to help the impacted people of St. Vincent. Evidently there have been bogus money schemes, stealing much needed rebuilding funds.

With the downgrading to "orange," life in the southern area of St. Vincent has returned to as normal as an island can with approximately 20,000 evacuated people living in shelters and or private homes in the southern areas of the island. Life has a new normal for these people, nights in shelters and days going back 'home' if they can to clean up, rebuild and take care of their property. Agriculture has certainly been affected, the weight of ash covering plants has broken branches. The heat of the ash, the larger gravel ash deposits, from both heat and weight impacts both ground crops and fruits/bananas. It will take years for production to recover in some areas. However, ash is fertile, and once worked into the land, as in the 1902 and 1979 events, plant life grows back at tropical speeds.


The COVID situation, with the St. Vincent government willing

Warning was given to wear masks and goggles, not breathe in ash, not run reverse osmosis systems if ash in the intake water, and rinse, not brush off, to clean off ash deposits. The ash is bad for air intakes, boats put covers over intake ports, and cleaned filters frequently.

to vaccinate visiting cruisers, did not seem to be an issue for those boats passaging south away from the impacted areas. The crew of Boorei were vaccinated at Union Island with the COVID vaccine used in St. Vincent, Oxford/Astrazeneca.

They were vaccinated prior to the eruption, as cruisers took part in the program. This helped passaging, as with COVID vaccination, Grenada has loosened requirements for yachts/crews. Entry regulations are easier. For example, vessels sign

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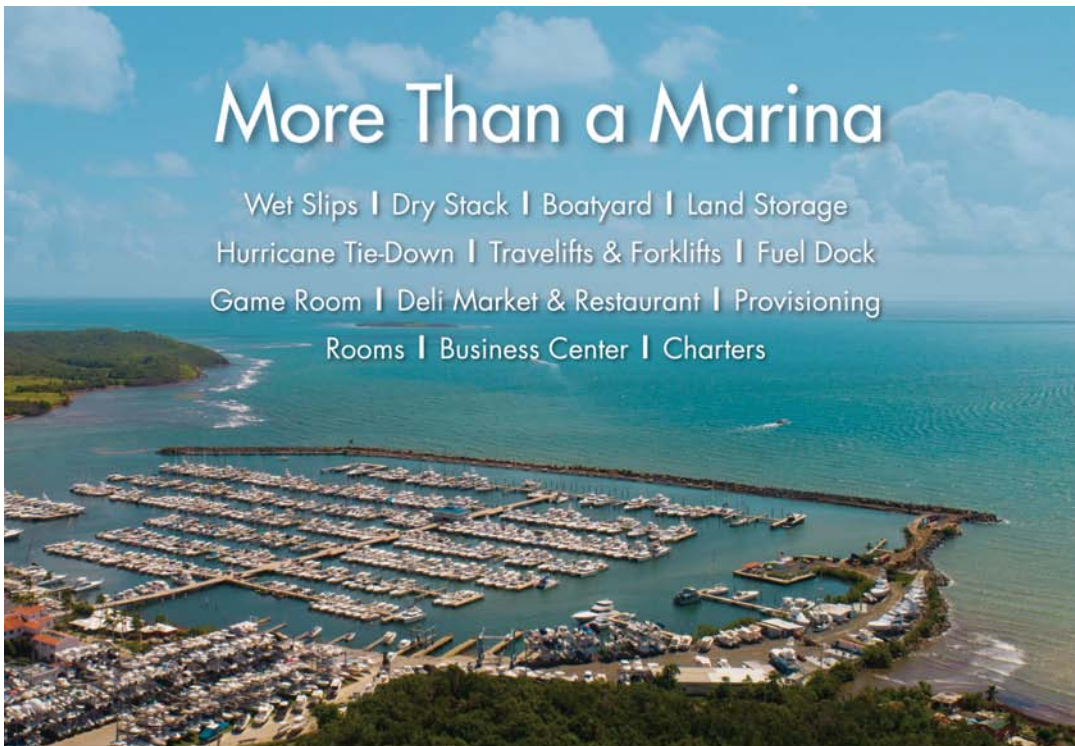
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in via Sailclear, then make mooring arrangements with Dockwa. Currently, Dockwa is providing a mooring area, partnering with Grenada to provide an official quarantine area for boat entry. Other areas/countries have deployed various strategies in a similar fashion.

St Vincent is developing a rebuilding plan for the island's infrastructure and evacuees. Sadly, as in Sandy Bay, some or many may not be able to return to their old homes, lahar damage in some areas has redesigned the entire landscape. The infrastructure of the northern 1/3 of the main island, roads and water systems have been severely damaged. However the electric grid was rapidly restored, but not so much to the homes who collapsed or were damaged by ash fall, earthquake and flooding/lahars.

During COVID, and now during the post eruption phase, Seven Seas Cruising Association recommends to check local country requirements and also review the latest information on www.noonsite.com; this site is updated by a volunteer group feeding information worldwide. Seven Seas Cruising Association(SSCA) and Ocean Cruising Club(OCC) organiza-



tions are all collaborating in this "years long" effort to keep cruisers informed via Noonsite as the major information hub.

It will take time and a definite plan to rebuild infrastructure, homes, livelihoods such as St Vincent tourism. St Vincent is resilient, will experience "tropical speed" recovery of the environment, and is opening up for tourism again. 

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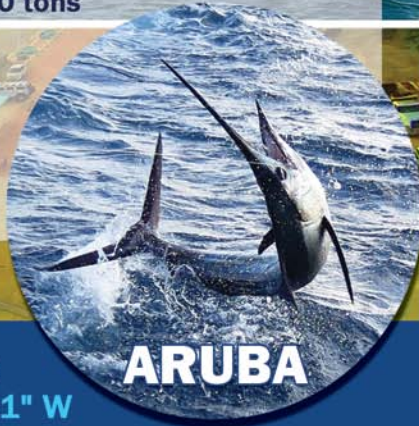
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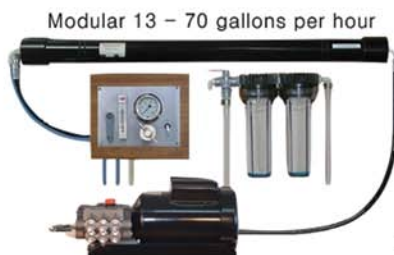
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RON AÑEJO CALAZAN RESERVE

RUM REVIEW BY CLINT AND TERRY BORAM



Packaging a rum in a box creates an air of fascination and entices us to want to know more. The tall brown cylinder of Ron Añejo Calazan Reserve Aged 10 Years immediately drew us in wanting to explore.

Calazan rum is produced by Alcoholes y Añejos Monagas CA, in the eastern part of Venezuela. The name Calazan pays tribute to Rodolfo Esteban Gil, better known as Calazan, who was a pioneer in the distillation of rum. As a teenager, Rodolfo ar-

rived on the shores of Carupano, Venezuela with some shoes, a copper alembic (a simple distillation apparatus used for distilling alcohol), and his passion. Around 1930, he and his wife bought some land that would become the first sugarcane plantation in Venezuela. With spring water and stills, he and his nine children distilled 80 proof alcohol in non-continuous stills. Soon Calazan learned and perfected the art of aging rum in barrels creating a unique quality not seen before in the country.

Today, Alcoholes y Añejos Monagas CA creates Calazan rums

with this same passion. The company sources molasses alcohol from four distilleries located in different states of Venezuela. After distillation, the rums are aged in American White Oak barrels from Kentucky. Ron Añejo Calazan Reserve is a blend of rums aged for more than 10 years. All Calazan rums have the Designation of Origin (DOC) seal given to only 13 Venezuelan rum brands that meet all the standards and requirements in Venezuela.

HE SAID

The nose is bold with a fragrant bouquet featuring creamy oak notes with molasses, hints of orange essence, and toasted coconut. The nose reminds me of Santa Teresa 1796, another Venezuelan rum, that had these same, rich notes on the nose but initially burned on the palate. Not this rum. The liquid is light on the tip of the tongue then opens up as it engulfs the palate. The toasted coconut takes the point with the orange and molasses subtly sitting in the background. The finish is all about the oak which, to my disappointment, dissipates rather quickly.

SHE SAID

The golden amber color lightly coats the glass with long, slow legs. For me, the nose is sweet with caramel and coffee mixed with French vanilla cream. The creaminess of the nose does not carry to the palate. I lose the caramel and French vanilla but still get the strong coffee note with some red plums. I agree with Clint that the front end of the palate lacks character; however I disagree with him that the finish dissipates quickly. I find the rum warms, but lacks any notes to hold my attention.

OVERALL

We significantly differ on this rum. Clint enjoys how oak forward Ron Añejo Calazan Reserva Aged 10 Years is while Terry just couldn't find any notes to bring her back for more. At \$29/bottle, we feel Calazan could offer more depth and character.

3 OUT OF 5



SIPPING RUM SCALE

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

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

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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	●

			Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet
St. Croix	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 an IGY destination™	340-775-6454	10'	110'	134	●	120/208Y/240 VAC 30 to 100 amps, 60 Hz	Cable	●	●	●	●	●	●	●	16/6	FREE
St. Thomas	Crown Bay Marina www.crownbay.com	340-774-2255	24'	200'	99	●	30, 50, 100amp 120v, 208v, 220v, 480v	Cable	●	●	●	●	●	●	●	11	FREE
St. Thomas	Yacht Haven Grande www.igy-yachthaven-grande.com an IGY destination™	340-774-9500	18'	656'	48	●	120/208Y/240/480Y VAC 50 to 600 amps, 60 Hz Ability to hard wire	Cable	●	●	●	●	●	●	●	16/10	FREE
Tortola, BVI	Nanny Cay Marina	284-494-2512	12'	125'	200	●	110/220		●	●	●	●	●	●	●	16	●
Tortola, BVI	Soper's Hole	284-495-4589	25'	170'	50	●	110/240	Cable	●	●	●	●	●	●	●	16	Cafe
Tortola, BVI	Village Cay Marina	284-494-2771	12'	200'	106	●	110/220/308	Cable	●	●	●	●	●	●	●	16/71	FREE
Trinidad	Power Boats Ltd	868-634-4346	13'	65'	40	●	115/220		●	●	●	●	●	●	●	72	●
Turks & Caicos	Caicos Marina & Shipyard www.caicosmarina.com	649-946-5600 649-232-1905	9'	150'	100+	●	30/50/100 amp		●	●	●	●			●	16	FREE
Virgin Gorda	Virgin Gorda Yacht Harbour	284-495-5500	10'	180'	94	●	110/220		●	●	●	●	●	●	●	16/11	●
Colombia	Marina Santa Marta www.marinasantamarta.com an IGY destination™	+574363601	11.5'	132'	256	●	110/220V, 60hz		●	●	●	●	●	●	●	16/72	FREE

OUTSIDE OF CARIBBEAN:

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

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CARIBBEAN BOATYARDS

All At Sea's Caribbean Boatyards Guide

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

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

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ST. CROIX, USVI. See the sea from the bird's eye view of this 1-acre homesite. First time on the market. Located on a flat ridge-top with panoramic views to the East, including Christiansted harbor to Buck Island, and to the North and West to St. Thomas. Native trees and palms dot the land. Near Christiansted, Sunny Isle and Northside road. No HOA (Homeowners Association) or HOA fees. Price: US \$185,000

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info@BlueSkyVI.com | www.homebuyvi.com
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3



ST. THOMAS, USVI. This historic home at the top of Synagogue Hill was built in 1802 and has three floors each with exterior access. Top floor has a large balcony and views of the Charlotte Amalie harbor. Middle floor can be an apartment or business, and the lower floor is currently an Airbnb short term rental. Located in the Enterprise Zone. Price: US \$575,000

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TORTOLA, BVI. High in the hills in the island's West End, there are spectacular views of Sir Francis Drake Channel, St. John, Frenchman's Cay and the Thatches, from this 2 BR/2 BA home built of Brazilian hardwood and situated on almost a full acre of land. A pool and good living-space complete the perfect picture. Another site has already been excavated lower down on the property that could be used to construct another home if the purchaser desires. Price: US \$650,000

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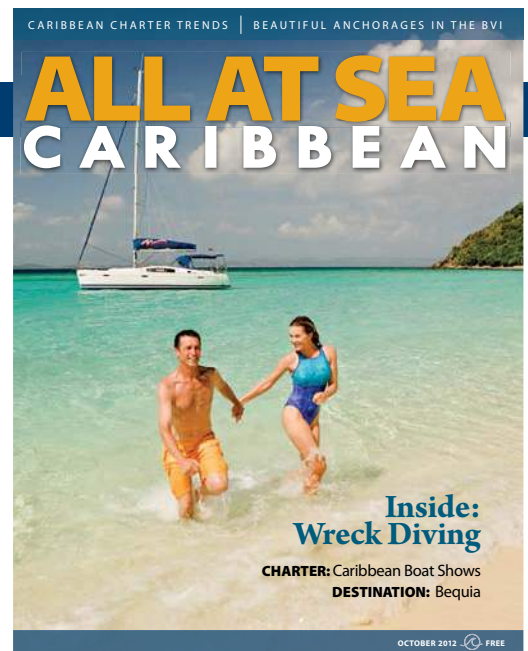
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6



CARRIACOU, GRENADA. Own this gorgeous farm-style house that sits elevated on a fully landscaped 1.5-acre beachfront property. Open plan living with kitchen, bathroom and bedroom loft. Huge folding doors open to verandas with stunning views. Separate self-contained apartment underneath, with a kitchenette, bathroom and laundry. A few steps away is a private jetty to dock your yacht. Price: US \$1,950,000
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8



SABADECO, BONAIRE. Enjoy panoramic views of the green zone, the Caribbean Sea, Klein Bonaire and the north side of the island from this 3 BR/2.5 BA villa located in a popular residential area. The eye-catcher of the house is the living room with large sliding doors that give direct access to the swimming pool and a beautiful Caribbean Sea view beyond. An outside concrete staircase leads to a flat roof that can be turned into a large terrace for watching sunsets. Price: US \$895,000
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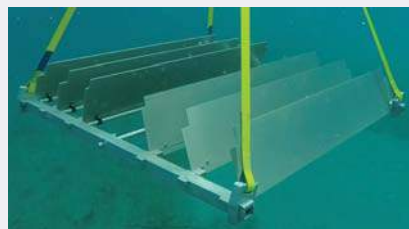
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HEAT IT UP TO COOL YOU DOWN

CARIBBEAN COOKING BY CAP'N JAN ROBINSON

In America and in the summer, Americans love to drink iced drinks, ice cream, and other cold foods along with lots of air conditioning. Yes, it does feel good, but..... there is another way to cool off. Did you know that drinking hot drinks and eating hot foods is actually proven to cool you down! Some of the hottest climates in the world like southeast Asia, India, and the Caribbean are great examples and proof. These cultures eat hot foods and drink hot beverages daily.

When you eat something hot your body's receptors take note. Your brain tells your body it needs to cool down and your internal temperature regulators kick in. You may sweat a bit, but your circulation will improve and that is a good thing!

GINGER AND TURMERIC TEA

Prep time: 5 minutes. Cooking time: 20 minutes. Serves: 2

2-1/2 cups filtered water

1-inch of fresh *turmeric, sliced thinly

2-inches of fresh ginger, sliced thinly

1/2 tsp. freshly ground black pepper

1 tsp. honey (optional)

Place water, turmeric, ginger, and pepper in a small saucepan. Bring to a boil, then turn to low and simmer for about 20 minutes. Strain tea into cups and add honey if needed.

NOTE: This recipe is a wonderful anti-inflammatory tea. Turmeric is used for many medicinal purposes in India and refreshing on a hot day. * Remember turmeric stains.

CHICKPEA TACOS WITH AVOCADO AND RED CABBAGE

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

1 Tbsp. olive oil

**1 (15 oz.) can chickpeas
(aka garbanzo beans)**

1 tsp. ground cumin

1 tsp. chili powder

1/2 tsp. smoked paprika

1/2 tsp. sea salt

1/4 tsp. cayenne pepper

**Freshly ground black pepper,
to taste**

2 cups shredded red cabbage

1 avocado

1 Tbsp. EVOO

**1 Tbsp. fresh squeezed lime
or lemon juice**

4 Tortillas

GARNISH: extra lime wedges or cherry tomatoes

Drain and rinse chickpeas. Warm olive oil in a skillet over medium-high heat. Add chickpeas and sprinkle with cumin, chili powder, paprika, salt, cayenne, and black pepper. Stir to coat, then let them crisp up for about 2 minutes, giving them the occasional stir. Turn



to medium and let cook about another 8 minutes. Peel, deseed, and slice up the avocado (squeeze lime or lemon juice over to prevent browning) The chickpeas should be nice and crispy. Toss together the cabbage and avocado with oil and lime or lemon juice.

TO SERVE: Charred or warmed tortillas, shredded cabbage, sliced avocado, and wedged limes

EASY HOT AND SOUR SOUP

Prep time: 15 minutes. Cooking time: 15 minutes. Makes: 10 cups

2 Tbsp. canola oil

4 cloves garlic, minced

1 Tbsp. freshly grated ginger

**3 (3.5 oz) packages fresh
shitake mushrooms,
stemmed and sliced**

**7 cups vegetable stock or
chicken stock**

**1 (9 oz) can sliced bamboo
shoots, drained and cut
into slivers**

**1/2 cup reduced sodium
soy sauce**

**1/3 cup seasoned
rice vinegar**

2 tsp. fish sauce

1-1/2 tsp. chili garlic sauce

**1/2 tsp. freshly ground
black pepper**

**1 (8 oz.) package firm
tofu, drained and cubed**

3 Tbsp. cornstarch

1/4 cup water

1 large egg, lightly beaten

1 green onion thinly sliced

1 tsp. sesame oil

Heat canola oil in a large stockpot or Dutch oven over medium heat. Stir in garlic and ginger. Cook until fragrant, about 1 minute. Stir in mushrooms until wilted, about 3 minutes. Stir in vegetable stock, bamboo shoots, soy sauce, rice vinegar, fish sauce, chili garlic sauce, and pepper. Bring to a boil; reduce heat and simmer until flavors have blended, about 10 minutes. Stir in tofu. In a small bowl, whisk together cornstarch and 1/4 cup water; stir in cornstarch mixture, stirring frequently, until slightly thickened, about 3 minutes. Gradually add egg in a slow steady stream, stirring with a fork. Cook until the eggs are set, stirring frequently to create ribbons, about 2 minutes. Remove from heat; stir in green onion and sesame oil. Serve immediately.



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