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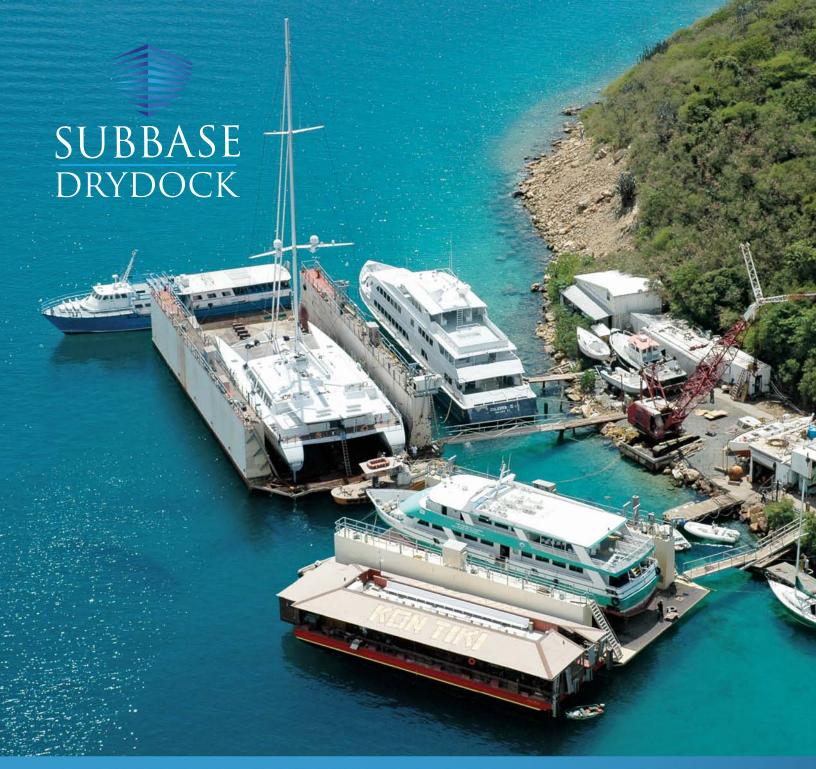


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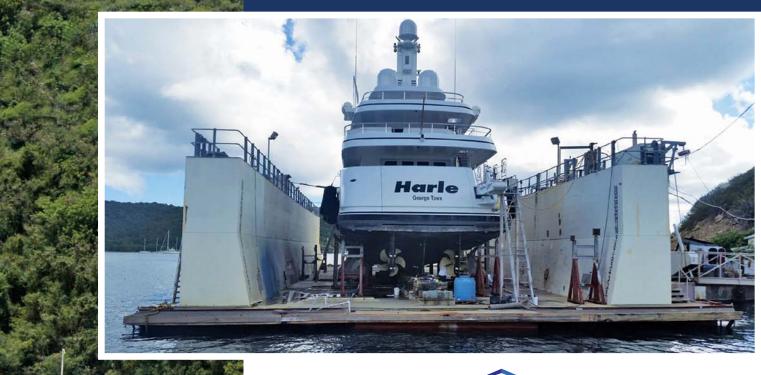
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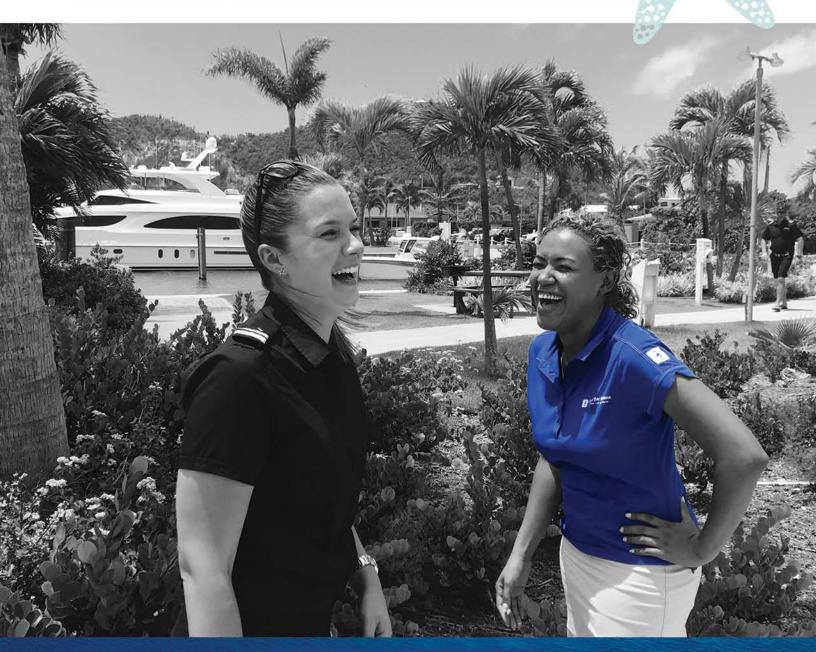
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COVER SHOT: Balance Catamarans, in South Africa, launched Hull #1 of its 482 model, named 'Golden Hour' in July. Two days into the vessel's sea trial, a Southern Ocean cold front blew through with 12-foot swells and the vessel performed to perfection. Image Courtesy of Balance Catamarans

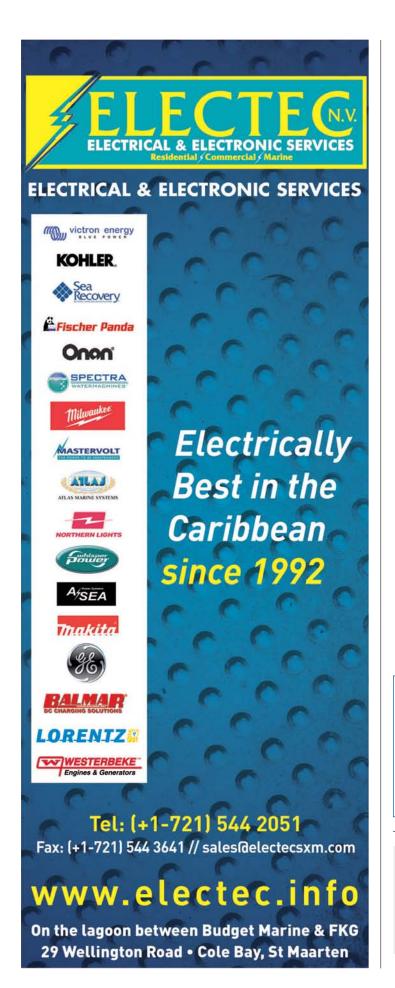
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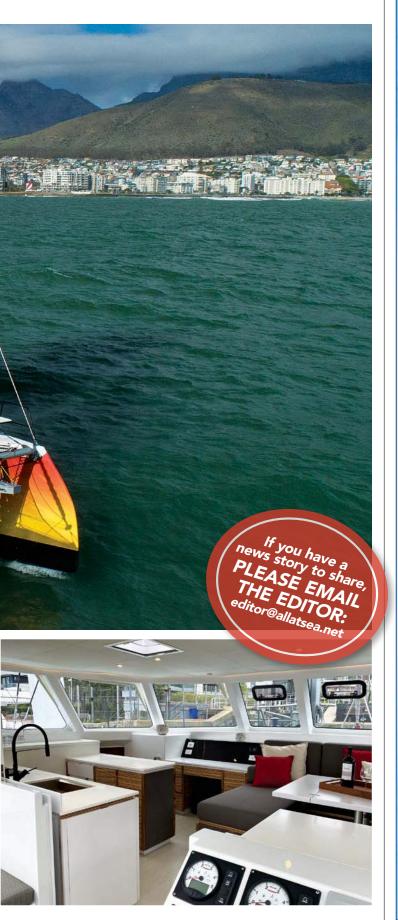


BALANCE CATAMARANS LAUNCHES FIRST 482

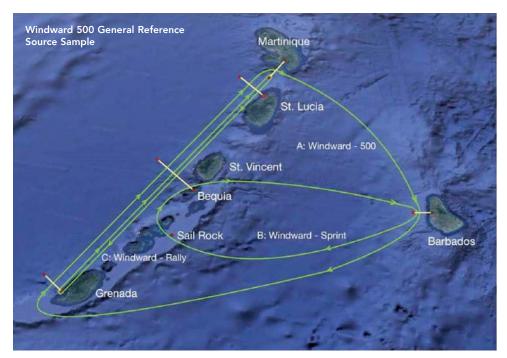
With the popularity of multihulls in the Caribbean for pleasure cruising, chartering and racing, it's great to know when a brand-new model splashes. Balance Catamarans, in South Africa, launched Hull #1 of its 482 model, named 'Golden Hour' in July. Two days into the vessel's sea trial, a Southern Ocean cold front blew through with 12-foot swells and the vessel performed to perfection, living up to its design brief as 'blue water tough, fast as a gazelle, yet exceptionally easy to handle'.

"The Balance 482 has exceptional underwing clearance and will not slap or pound in the rough Caribbean seas. She carries dual daggerboards and will point considerably higher than keeled catamarans. She is ideal for liveaboard or highperformance luxury charter programs," says Andrew Holland is the Sales and Marketing Manager for Balance Catamarans, which has its shipyard in St. Francis Bay, about 400 miles from Cape Town.

Golden Hour is being deck shipped to Florida and make her public debut at the Annapolis Boat Show, in Maryland, October 7-10, 2021, at City Dock in Annapolis. For a private tour, contact lauren@balancecatamarans.com, www.balance catamarans.com









NEW CARIBBEAN WINDWARD 500 REGATTA -SUCCESS IN 2021, READY FOR 2022

In the face of nearly all major Caribbean regattas either canceled or postponed two years in a row now due to the pandemic, it's exciting to see the innovation and successful implementation of a brand-new event - the Windward 500. Steven Kern, who raced aboard Barbados' Peter Lewis' J/121 Whistler in the 2020 RORC Caribbean 600 and got hooked on offshore racing, is one of the Caribbean Ocean Racing Club (CORC) organizers of this latest regional race.

"The big challenge in 2021 was how to race given the myriad of COVID-19 protocols in place at each island," Kern explains. "No one island could host the race, so why not let each island host the race. Boats would start from their home port island, race 500 miles nonstop in a clockwise direction around the Windward Islands and finish at their home port island. The concept of starting on your own island presented huge environmental benefits, no fuel needed to deliver boats, no fuel to fly crew around. So, we teamed up with OCEANA and the OECS-CROP Unit initiatives to raise the visibility of low-carbon footprint racing. Armed with Yellow Brick (YB) and AIS we were off, racing against the competition whom we often didn't see on the racecourse, but was visible to all around the world."

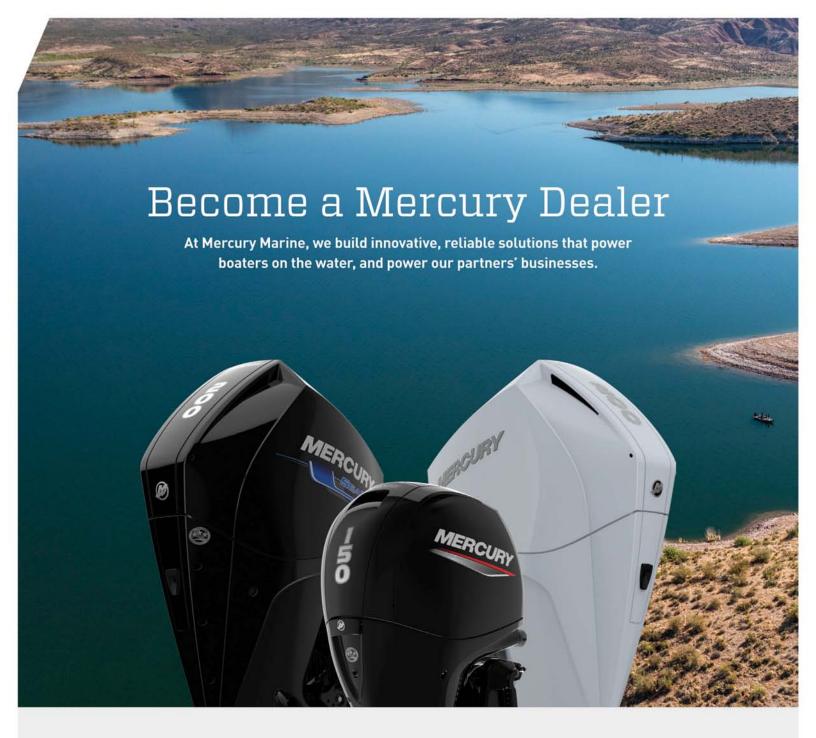
The virtual elements of the event were simple, Kern says. The Race Committee set up a Gate: A prominent point of land, preferably lighted, and one nautical mile offshore another waypoint. The Gate Waypoints were also provided to YB Tracking which allowed them to establish Geo-Fences and automatically pass finish times to YachtScoring.com. As competitors would be no more than one mile offshore as they passed through the Gate, they simply took a photo of their plotter as they passed through and WhatsApp-ed them to Windward 500 Race Committee. Kern says organizers took guidance from World Sailing appendix WP, which clearly outlines the process.

Class winners for the inaugural 2021 Windward 500 were Whistler from Barbados, Grenada's Robbie Yearwood's Leopard 47, Spirit of Everest; and St. Vincent & the Grenadines' Kelly Glass's Catana 58, Sweet Janina.

The next Windward 500 is set for May 16 to 20, 2022. Kern says organizers welcome all racers and are hoping to attract offshore doubles teams, some of the large multihull in the regions and teams on charter boats. For information, contact skern@oneenergyisland.com

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*Based on results from a 2020 survey conducted in leading North American markets.



TRINIDAD & TOBAGO OPEN SEA BORDERS, NEW ENTRY PROTOCOLS AVAILABLE



Trinidad & Tobago (T&T) has long been known as a weather-safe spot to haul out during the Caribbean's hurricane season. That's what made the island government's opening of sea borders on July 17 so highly anticipated. However, only fully vaccinated non-nationals can enter the country via yacht. Plus, like other islands, there are entry requirements. In T&T, this includes obtaining a mandatory Travel Pass. The pass is part of a 5-step process that includes providing PCR test results as well as filing a Float Plan Form/Maritime Declaration of Health. This form can be downloaded at www.membersonlymaxitaxi.com and www.ysatt.com These sites also provide the latest information for cruisers wishing to enter T&T.

"Our Borders are open, and we look forward to welcoming you back to Trinidad & Tobago, with all new protocols," says Jesse James, owner with wife Sharon Rose of 'Members Only' Maxi Taxi Service, and Seven Seas Cruising Association cruising station host. "All marine businesses and services are open in Chaguaramas. All supermarkets, pharmacies, hardware stores, are open gas stations are open. Restaurants and fast foods are only take-out for now. Flights are available, but limited, with additional flights being added in the future."

company operating charters in the British Virgin Islands and the Bahamas, and for his vital role in the brand growth of Aquila Power Catamarans, which are used in MarineMax's charters. Now, Bermudez has taken on an expanded role. That is, he will also manage distribution and sales for Aquila's power cats in Central and South America and the Caribbean. Aquila is a partnership between MarineMax and Chinese shipbuilder Sino Eagle.

"I am extremely excited about the opportunity to expand the Aquila Power Catamaran footprint throughout the Caribbean, Central and South America," says Bermudez, vice president, yacht charter division and Aquila Yacht Sales. "Aquila

Power Catamarans have been tested in all types of conditions from the MarineMax Vacations operations in Tortola with approximately 50 catamarans. They are very strong, provide stability, comfort, optional layouts, fuel efficiency, and a shoal draft, making them an excellent choice for private use or charter. I don't believe there is another manufacturer that offers true powerboat-designed vessels ranging from 28' to 70'. I have sold many Aquila boats into the Caribbean, including several Aquila 36 Commercial ferry yachts that carry between 16 and 30 passengers. With 20-plus years of experience in the area, I firmly believe the Aquila range of power catamarans is perfect for the Caribbean waters." www.marinemax.com/vacations, www.aquilaboats.com



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NEW CSA WHATSAPP GROUP SENDS LATEST SAILING NEWS

Get all the Caribbean sailing news at your fingertips. The Caribbean Sailing Association (CSA) has created a WhatsApp group to get important information out to sailors on the go. The group will be a broadcast-only group, with no conversations. Updates will include news on International Regattas as they happen, Yacht Club and Sailing School news and any other information deemed relevant as well as news updates from around the region.

"This is by no means a replacement for our usual communication via email, but a bonus," says Allison Sly-Adams, CSA president. Also "if you are a member and already joined the member's group, you do not need to join this one."

CSA General Info Group



To join the group, scan the QR code that will take you right in or click the link https:// chat.whatsapp.com/

L055AzYBxab4tXGeRA7rtx on the device you use WhatsApp on. If you have trouble getting into the

group, Email: news@caribbean-sailing.com and CSA staff will add you manually. If you want to send back a reply to CSA via WhatsApp, do so at to this individual WhatsApp number: +1-268-736-7697 https://caribbean-sailing.com/



The Caribbean might have the world's best sailing conditions, but sailors from the region often find they need to





leave to test themselves against larger fleets. One sailor who has done so with incredible success is the U.S. Virgin Islands Taylor Canfield, who long held the title of World's No. 1 match racer. Now Canfield, and the Stars+Stripes America's Cup team he founded with Mike Buckley a few years back, will join the New York Yacht Club's campaign for the 37th America's Cup.

"Growing up in St. Thomas USVI was a dream! Being surrounded by a crystal clear blue ocean and some of the most consistent trade winds in the world created the perfect playground for my friends and me. It's where my passion for the sport of sailing was born," says Canfield. Now, "it's time for this new adventure. I look forward to helping Stars+Stripes USA under the New York Yacht Club burgee represent the USA in the next America's Cup and many more. Of course, everyone on the team is driven to win the Cup on the water, but in the end, that's just a fraction of what we are working to build. We hope to mold the culture of American sailing for years to come. While inclusivity and diversity are both important to Mike Buckley and I sport we hope to create a culture where sailors support other sailors. We have this incredible opportunity to change and form a pathway for future sailors in all disciplines of the sport." starsandstripes teamusa.americascup.com, www.nyyc.org/web/pages/home, 0 www.americascup.com





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SEPTEMBER 2021 EVENTS

BY CAROL M. BAREUTHER



SEPTEMBER 11: Back to School Regatta & Laser Masters Championship.

Hosted by the Royal British Virgin Islands Yacht Club (RBVIYC) and hosted out of Nanny Cay Marina & Resort on Tortola, this season opener and favorite fall regatta features competition for both junior sailors and adults. "Classes include Laser, Laser Radial, Laser 4.7, Optimist (Championship and Green) and RS Fevas. Laser Masters Championship age categories as per the International Laser Class Association," says Tamsin Rand, Club Manager. The courses are set in the Sir Francis Drake Channel. In 2019, 20 sailors participated. royalbviyc.org

SEPTEMBER 14 - 18: Master of the Ocean.

This elite competition, unique for combining surfing, windsurfing, kitesurfing, and stand-up paddleboarding takes place in Cabarete, on the North Shore of the Dominican Republic. This destination is known for its amazing, yet challenging, wind and wave conditions. "This is a celebration of local and international sportsmanship and beach culture unmatched in the Caribbean," says Lila Hiraldo, communi-







cations lead. "Besides the adrenaline-filled races, we will offer for the first time a master class on the latest way to harness the wind on water: wing foiling. This involves handling a two-handed wing with a hydrofoil mounted on a short SUP board." Athletes can register at masteroftheoceanrd@gmail. com by September 13. Spectators are invited to come to the beach and enjoy the show. A schedule of events is available at www.masteroftheocean.org





0th Annual International Marlin Tournament - Heaviest dolphin

SEPTEMBER 20 - 25: 60th Annual International Marlin Tournament.

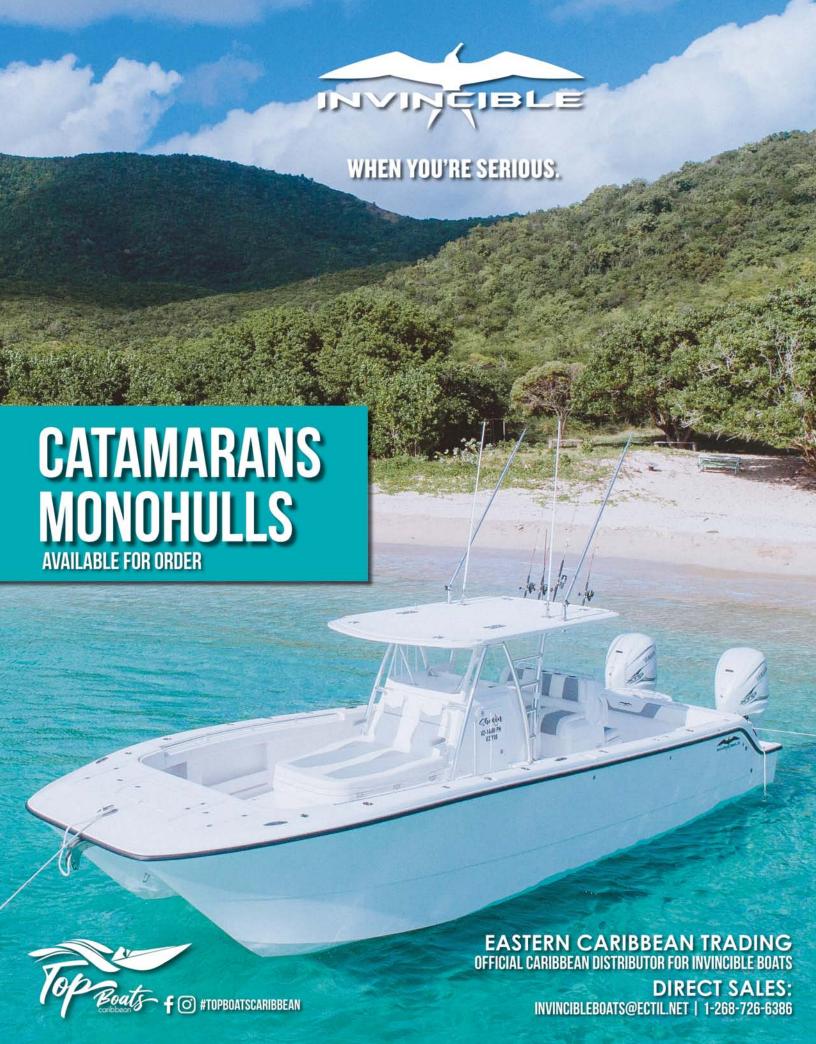
The Montego Bay Yacht Club (MBYC) in Jamaica hosts this annual event that celebrates its diamond anniversary. "It is a

'Catch & Release' tournament in which only fish measuring more than 99 inches or weighing over 300-pounds are permitted to be landed. Points are gained for a successful release and the team with the most release points over three days is declared the winner. Our event includes separate tournaments for canoe fishermen and children. IGFA rules apply," says Bertram Clarke, MBYC Commodore. The tournament features a Bimini or Shotgun start and prize giving at the end. Register at www.mobbayyachtclub.com by clicking on the 'fishing' button, or email: mobaymarlintourney@gmail.com

SEPTEMBER 25 – 26:

Curacao Sunfish Championship.

Some 25 sailors are expected to compete in this annual event, held in Spanish Water. "There will be 9 short races of approximately 30 minutes each divided over the two days," says Jürgen Schneider, organizer, 2020 National Champion and sixtime titleholder. "The winner will be the Curação Champion. Youth will be scored separately to determine the Curação Youth Champion." Curacao is a hot spot of Sunfish sailing, having hosted the World Championships twice (1991 and 2011) with former resident, Cor van Aanholt, earning Silver, Gold and Bronze in 1979, 1980 and 1981, respectively. To request an invitation to enter, email: tiki-mas@hotmail.com





ASK THE EXPERTS

BY SIMEON JOSEPH, SALES REPRESENTATIVE AT BUDGET MARINE GRENADA

Marine vs. Automotive Electrical Terminals

Does it really matter what kind of terminals you use on your boat?

hen things look the same but are different then it is common for poor choices to be made. One of those items in the marine chandlery space is electrical terminals which look the same as those in the automotive distribution. In actual fact they are very different.

Terminals consist of the metal bit and the plastic covering where you squeeze to keep the wire in place. The real marine product has the metal being tinned and the plastic part being made from nylon instead of pvc. The tinned metal will have greater resistance to corrosion and the plastic will not become brittle and split.

Many of these terminals are critical to the functioning of the vessel and are often hidden in cable ducts where it is difficult to trace a fault and bundled up with a hundred cable clamps that you need to break and replace.

This is not a good product to make errors on!



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





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THE END GAME

CRUISING BY CAP'N FATTY GOODLANDER



Poets often write about the joys of falling in love they seldom mention the painful break-ups that invariably follow.

couldn't process what I was seeing—a sparkling 1960 Ford Galaxy pulling to the curb in front of Slip #7, Vinoy Basin, St. Petersburg, Florida. It was nearly sixty years ago. I was twelve years of age. My frail father visibly shook as he came out of the car, whether from rage, shame, or his Parkinson's I cannot say.

"It's done," he said to my sisters Carole and Gale, to my brother Morgoo the Magnificent, to our mother Marie; to me. "She's sold."

He spoke softly so our family schooner *Elizabeth* would not hear.

He leaned on the car for physical support.

Sold? That was impossible. We were headed for Tahiti. We were sea gypsies. We shunned the shore. We chased the horizon. Our job was to avoid the greedy dirt-dwellers, not linger nor luxuriate amongst them.

What kind of BS was this? Ashore we were round pegs in square holes. We didn't fit, not at all. It wasn't our world. I didn't feel as if we were moving off our floating family home— I felt a part of me was being forcibly amputated, that I was being forever diminished.

I remember thinking "...no, please God no!"

The sky spun. I felt dizzy. My mother caught me just in time—

before I banged my head on the concrete sidewalk.

"Get your stuff," my father said, intentionally not looking at Elizabeth. "We'll head direct for Chicago after getting gas—I just had the oil changed, checked the tires, topped off the radiator."

We were being thrown out of the Garden. Reality was rearing its ugly head. I wanted to scream—perhaps I did.

At one point, everyone stared—reaching out to me like twisted, compassionate zombies.

I turned and stumbled towards the Elizabeth. I didn't see a half-rotten hull with patched cotton sails—I saw 68 feet of deflating oceanic dreams.

I saw hope die.

We'd failed.

We set out for Paradise in 1953. We'd stoically endured the decade long pain of rebuilding her—all those steam-bent mahogany planks, those laminated oak frames, those tree-nailed Elm butt blocks; miles of caulking; endless days of sweat-drenched drawspoke and adze. "Built out of chaos, brought to law," wrote sailor/poet John Masefield. And now it was all for naught.

We'd sold her as if she was an inanimate thing to be discarded, to be callously traded for mere shekels.

It was like discovering my family were slave owners and I'd never really known.

I trudged through her varnished teak-and-holly interior to the forepeak. I was damp eyed. It was here, sandwiched between my tomboy sisters, that I'd spent each evening of my happy existence. I could smell the hemp of the anchor rode, the tar of its marlin, the turps of her hull's seam compound. A ship's clock chimed aft. A halyard tat-tat-tatted against a solid Spruce mast. A bulkhead creaked. A shaft of sunlight from a hatch illuminated dust motes. A horrible realization slowly crept over me. Just as life could be idyllic with horizon-wide expectation, it could be hopeless with narrow despair as well.

I took nothing. I couldn't bear to pick over her carcass.

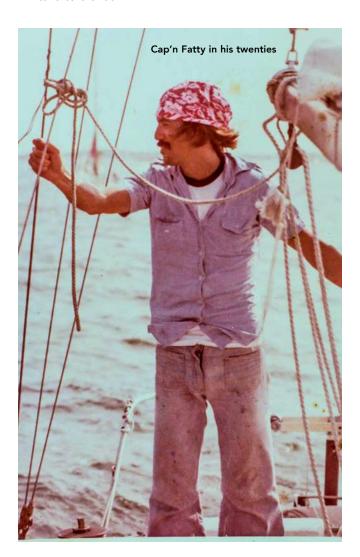
Thus, my entire childhood remembrance was divided into light and shadow: the happy part afloat in Mother Ocean's sweet embrace—the miserable part ashore on the mean streets of Chicago. Ever since the mid '60s I've done nothing productive, really, other than attempt to stave off that gutwrenching, sea-centric realization that I am unhappy where my species live.

Suddenly, in scary Chicago, I was behind enemy lines. I was surrounded by greedheads and worse. Escaping the clang of a cash register wasn't optional for me; it was imperative. This wasn't a city, it was a concrete jail cell with rusty drains in the floor to allow the thick, criminal blood to run off.

At fifteen, I purchased my own boat, a rotten 22-foot Atkins double-ender. At sixteen, I snagged a girlfriend and left to tour the Great Lakes. Passing back through the Windy City at eighteen years of age, I snagged an Italian wife and waved goodbye forever as I went down the Mighty Mississippi River.

Elizabeth had been my Cradle of the Deep, now Corina was my long watery path to manhood.

"You'll see," I told my young bewildered wife. "Mother Ocean will take care of us."





Mother Ocean did. We flourished—from New Orleans to Miami, from the Bahamas to the Lesser Antilles, from Trinidad to San Blas. Rum was 82 cents a bottle—the herb was practically free. Why wear clothes? Why follow the rules of fools? Surely, no one with any sense paid attention to such tawdry laws, did they? Why not trust to Jah exclusively—didn't he know, when we were *truly* hungry, to send fish to our dangling hooks?

Time went by until my ever-more-beautiful Madonna-of-a-wife asked, "Do you hear anything Fatty?"

"No," I said.

"I do," she said. "My biological clock. It's ticking."

...that was a conversation stopper!

"Twenty-two feet is too small for a family," I said cautiously.

"How much does, say, a well-found 35-footer cost?"

"Too much," I said curtly. "Ten times too much!"

"Then let's build one," she said, as if talking about a bird cage.

"Ah," I said, at a loss for words. She was a wonderful gal but she had no idea what she was saying. "Boats are complicated," I continued. "Building one would take years."

"You could do it," she said matter-of-factly. "We could do it."

I said nothing.

"I believe in you," she said softly.

The moment she uttered those words, I knew I was sunk.

First, we had to sell our beloved Corina.

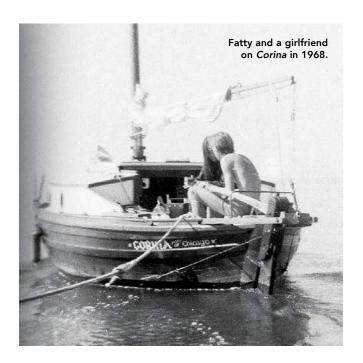
It didn't take long. I sold her for eight times what I paid for her and half of what I had into her (not including our many years of labor, of course).

But I was totally unprepared for the emotional gut-punch that parting with Corina entailed. Leaving the Elizabeth hadn't been my choice and there had been a clear, definable reason for doing so-my poor father would wrestle with Parkinson's to his grave.

But this, the selling of Corina, was a personal choice—a cold calculation of my future over my vessel's future. And Corina deserved better. True, I'd rescued her but she'd also rescued me from Chicago and childhood as well. And she'd never failed me. In the end, it was I who failed her.

This is what happens when you love a boat. She loves you back. And you end up like lovers—mutely owing each other the inexplicable.

Regardless, I felt like a cad walking away from Corina for the last time. Sure, the couple we'd sold her to were nice; but they had no sea-sense, only money and a bottle of sunblock.



But we needed their cold-hard cash to build our dream boat. an Endurance 35 that we named Carlotta.

Choices matter, especially difficult ones.

My intention was to be merely cool-headed and pragmatic but the result was that I felt cruel, callous, and uncaring.

I never heard from Corina again. That's the way with spurned lovers, I guess—you can feel their bitterness down through the decades.

Here's a horrible fact: I almost never dream of my dearly-departed—not my father, my mother, and not even my beloved sister Carole. But I regularly dream of Corina and the Elizabeth—convoluted dreams of regret. They lurk in dark, scary sheds on abandoned farms—with only a stem that needs to be recaulked or a garboard plank that needs replacing. Surely, I couldn't be so callous as to refuse a few minutes of my precious time, could I?

I reveal these sordid facts not with pride nor shame but because they are true: a sailor never fully escapes a boat that has repeatedly saved his life.

The closest I can come to a rational, shore-understandable explanation: I seldom promise people anything; I always promise my vessels everything (to motivate myself to climb the mountain of their maintenance)—and thus, somehow, I always fall short of the grandiosity of my watery vision.

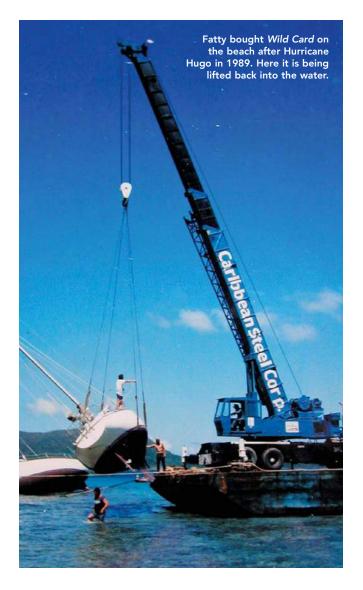
I buried myself in work to forget.

We built Carlotta from a few sheets of paper over the course of six hard years. Calculating her cost was easy—every penny, every hour, of every long, callous-inducing day.

We lived in a chilly plastic tent beside her in an old leaky warehouse in Southie. Carolyn humped tables; we ate left-overs from Nick's No Name on the Boston Fish Pier. We purchased our winter clothes at Goodwill—our boots at the Salvation Army. We walked the streets of Beantown—even bus fare was beyond us. In the winter, we had no running water, no toilet; occasionally, no heat in chilly New England.

On the positive side, the only way to stop shivering was to hug each other.

And Carlotta was worth all the sacrifice—as was Roma Orion when she arrived a few years later. We sailed away from the North American continent forever—we happily lived solely



in international communities of color for decades. Why? For the quality of life therein. Our self-built boat was our aquatic magic carpet—all we had to do was wish.

...well, until September 17th, 1989, at 6:23 AM when a 72-foot schooner lived up to its name (Fly Away) and jammed itself athwartship across our bows at the height of Hurricane Hugo (a category 4) in Culebra, Puerto Rico.

My cruising life has continuously offered me a stark choice to continue to chase the horizon at great cost or live a life of quiet desperation ashore.

I never considered shore.

Actually, there's nothing quiet about my life-long quest for personal freedom. I am king of my salt-stained world. I hold the tiller of my existence fully in my own rough-skinned hands. Carolyn is my queen. My tiny vessel is our modest aquatic country. Our daughter is our sole citizen. Our fun-loving grandkids, the eventual deck rabble.

Hell, no, I wouldn't give up!

"When are you going to get it out of your system?" landlubbers ask me—as if cruising undersail was a particularly stubborn bowel movement.

Money or prestige isn't important in life—grit is. Grit is all not education, not social status, not community standing. Only grit truly counts. I've already sailed through the Garden of Eden many times—of course I'll never settle for less!

But, yes, it was hard to walk away from six years and 20,000 pounds of extreme sacrifice on the rocks of Culebra. And it took an additional decade to realize that Carlotta was just the physical manifestation of that sacrifice. What she really gave me as a man, was the knowledge that, with Carolyn's help, I could do almost anything.

So, yeah, I walked away from Carlotta—but I didn't walk away from my defining dream. In fact, I embraced it ever tighter as I strolled the hundreds of wrecked yachts strewn on every beach in the Virgin Islands.

There was a holed Hughes 38 awash at the entrance to Mary's Creek on St. John—pounding itself to death in the surf at high tide. I knew the owner. I called him. "That thing almost killed me!" John Longhi screamed from his hospital bed.

We owned Wild Card for twenty-three years, more than 100,000 ocean miles, and two leisurely circumnavigations. Initially she wasn't my type of boat at all—too narrow, too small, too weak, too light in weight. Nonetheless, her S&S nobility and amazing sea-kindliness ultimately seduced me. She was totally game—around the Cape of Storms, across the dreaded Indian Ocean, through some of the largest waves the Agulhas Current could produce off the Wild Coast of Africa.

But we eventually outgrew her. The beamy boat we needed to cruise aboard in our 70s was different from the narrow one we'd repaired on the beach while in our 40s.

Nonetheless, I felt like a cad walking away from Wild Card for our third circ. We'd paid \$3,000 for her salvage rights—that figures out to three cents a mile, initial cost. But I did walk away when an eager male Chippendale pole dancer (yes, life is weird) reached into his jock-strap and pulled out \$30,000 damp dollars.



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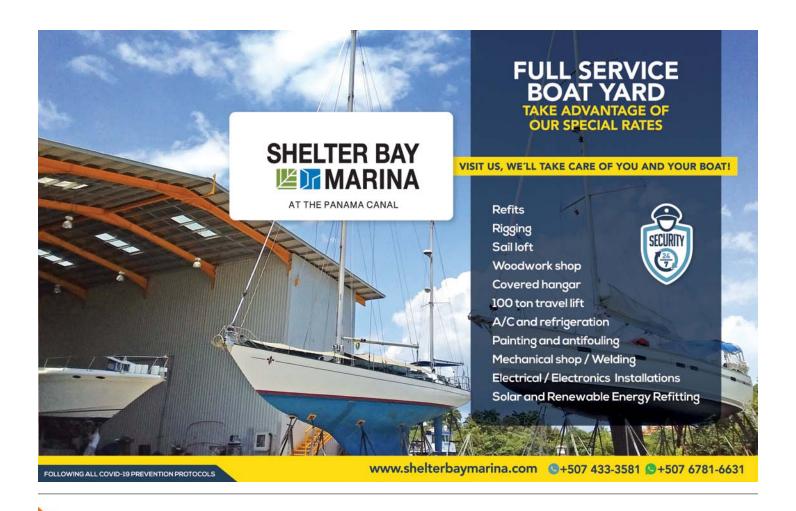
I greedily snatched the sticky wad as I scurried away in shame.

Currently we're in Southeast Asia aboard our fifth ocean-going vessel, a heavily-powered, French-built Amphitrite 43 we named Ganesh. We are in the middle of our fourth circ. I'm on my 61st year of living aboard. It is my fondest hope that, one distant day, the Good Lord allows me to broad-reach into Fiddler's Green aboard her—and spares me the indignity of her gut-wrenching sale.

Wasn't life simple?

Not just being incapable of following rules—being unable understand the need for rules! No, none of it was easy. Especially earning our living barefoot living in paradise. But my goal became clearer with each mile sailed: to remain the freest man in the universe; to be king of my tiny, waterborne country with Carolyn as my queen.







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SAILING WITH CHARLIE: CRUISING IN THE TIME OF COVID

CHARTER HUMOR BY JULIAN PUTLEY

GRAPHICS BY ANOUK SYLVESTRE



ith the catastrophe of the modern plague and escalation of more and more rules, regulations, and restrictions, it's time to look seriously at the cruising alternative. Although vaccinated persons throughout the population are increasing, so are variants and the likelihood of vaccine resistant strains is a distinct possibility. Once upon a time a life-threatening event caused the world to take drastic action – ask Noah.

Cruising (on a boat, not a cruise ship) is a lifestyle that enables you to be independent – providing you have sufficient supplies and spares – for months at a time. And what is more

important than independence in the time of Covid? It's ideal during normal times but even more so during a pandemic. The cruiser, in an area of thousands of islands like the Caribbean, can choose from many beautiful, protected anchorages and support his lifestyle by living off the sea.

Charlie has always been of the opinion that seafaring gypsies will never go hungry as long as they keep their wits about them. Snorkeling and freediving along coasts and over reefs will yield all kinds of edible proteins, both healthy and easily harvested. A speargun or Hawaiian sling is essential and fish are plentiful. (The BVI has speargun restrictions for visitors).

Caribbean lobsters are easy prey as are conch and whelks. The white sea urchins yield a yellow row inside the shells but you need many bucketfuls to provide a meal. A couple of small fish traps may well produce more than you can eat.

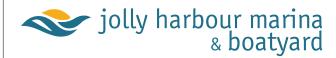
Turtle grass is a succulent that grows close to the water's edge and can be used sparingly mixed into rice (It's very salty). Hearts of palm (coconut) make delicious salads. Young palms are needed, slice them open and chop them into bite sized pieces. Beware though, yachties can get a bad name for pilfering fruits and vegetables, so leave a clean wake. Seaweed is overlooked as a food source so do a bit of research. Some varieties are rich in nutrients and can be found in Caribbean waters.

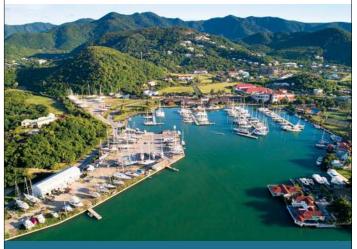
Cruising (on a boat, not a cruise ship) is a lifestyle that enables you to be independent - providing you have sufficient supplies and spares - for months at a time. And what is more important than independence in the time of Covid?

Coconuts are probably the most diverse and useful fruit in the tropics. This ubiquitous fruit provides oil, vinegar, milk, cream, sugar and protein. Non edible products that the coconut tree produces include lotions, mats, protective covering for heads, roofs, palapas - the list goes on. Anchor off a coconut grove and you won't go wrong.

The modern plague of Covid and its derivatives has affected and will affect everyone for many years to come. It impacts our social life, our movements, our jobs, family life and wellbeing. One thing it can't change, at least in the immediate future, is the wind. So, sailors can bless the tradewinds, hoist the anchor and head for greener pastures when the time is right. In the end it may be up to Neptune's children to provide the world with the beginnings of a new race. And if you think this is the stuff of sci-fi movies – well, perhaps it is. But it's certainly not too far-fetched. There's a lot to be said for the cruising lifestyle. In the UK they had a 'freedom day' in July – they must have been dreaming!

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





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auling a vessel is an annual rite of passage for many, especially in the Caribbean when yachts are usually safer on the hard for hurricane season.

All At Sea reached out to nearly 50 boatyards in the Caribbean to learn what's new (See Sidebar) and to get these experts advice on three key questions. Here's a sampling of responses:

FINDING THE RIGHT YARD & PREPARING A VESSEL FOR HAUL-OUT

It's important to do some research before a haul out. For example, says Douglas Rapier, of Douglas Yacht Services, in Le Marin, Martinique, "first look for a dry dock that respects the current environmental regulations. Secondly, a port that offers

several high-quality services typically required during a haulout and for annual maintenance. Third, remember that everything has a price. Low price frequently equates to lower quality when it comes to rigging, electrical and mechanical repairs."

To prepare a vessel for hauling, especially during the summer, is to make sure as much storm prep as possible is done ahead of time, recommends Bentley Hodge, boatyard manager at Nanny Cay Marina & Boatyard, in Tortola, British Virgin Islands. "Remove and store the genoa/jib and remove the mainsail. If not removed, the mainsail should be secured, and the boom lowered to the deck or coach roof where possible and secured."

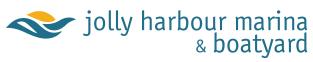
Hodge additionally suggests removing any canvassing such



as dodgers, sprayhoods, Bimini tops or loose deck gear and stow. All running rigging should be secure and fastened away from the mast to avoid excessive noise and wear and tear. Remove and stow all loose deck gear, cushions, pillows, fenders, etc. Remove solar panels and wind generators. Lastly, dinghies should be deflated and strapped upside down on the deck or stored under a catamaran.

Do leave available manuals onboard if you plan to have work performed on the boat while it's hauled, advises Laura Fletcher, who with husband Jason, operate Grenada Marine, in St. David's, Grenada, which has just introduced its new logo.

Before the haul-out, make sure your haul strap markings are





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in place before entering the slipway, have fenders on both sides of the boat, adds Milton McKenzie, boatyard manager at IGY's Rodney Bay Marina, in St. Lucia.

On the other hand, this process is much easier on an owner if the yacht is purchased through a charter operator. The operator, says Jo-Ann Downing, director of Voyage Charters, at the Soper's Hole Marina on Frenchman's Cay, BVI, "will prepare the vessel for haul-out according to the boat's bookings and dates dependent on weather. The company hauls most of its vessels at the West End Boat Yard.

MAINTENANCE WORK WHILE HAULED

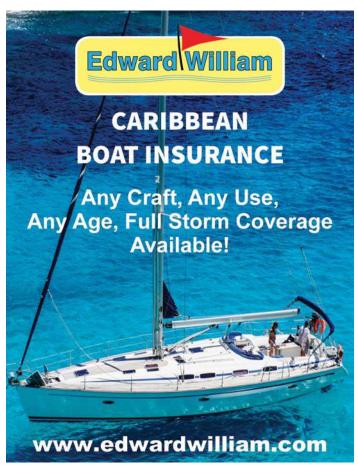
When it comes to a maintenance worklist, set your priorities, as per Jeff Howell, general manager at Bobby's MegaYard, in St. Maarten. "The first is what must be done such as leaking Shaft Packing, Antifouling and any stuck overboard valves.



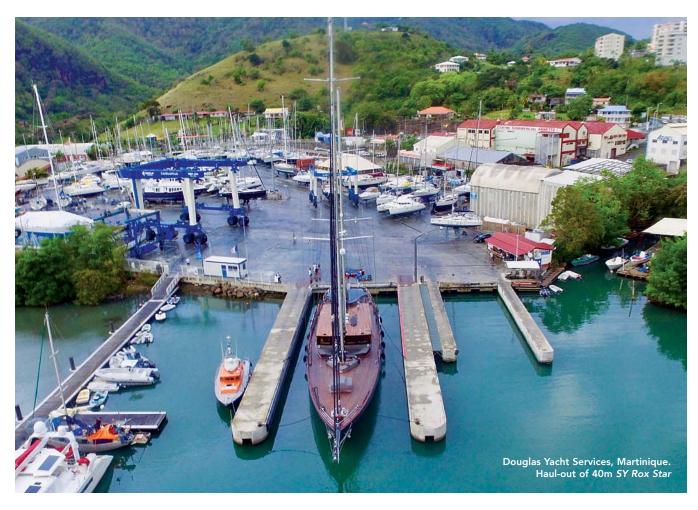
The second list of what should be done, and the third what would be nice to be done if there is time and money."

Corrosion spots are something to especially check for once the vessel is hauled, says Mark Ten Hoopen, owner of Boat-









yard Bonaire, near Kralendijk. "We see a lot of them. Also, check all your through-hull fittings and all valves. This is the time to see if they need to be changed. It's not a fun job, but essential to get fixed in the yard."

Wash and paint the bottom of the vessel before returning it to the water, says Carlos Ponce, sales and customer service manager at Puerto Del Rey, in Fajardo, Puerto Rico. "For vessels with motors, it is important to maintain generators, transmissions, propellers and engines. If your vessel is a sailboat or catamaran, it is important to perform maintenance on the generators, and clean and treat the propellers, transmission and engines. Also, to inspect the rigging cables that support the mast."

WHEN & HOW TO RELAUNCH

Most captains and owners with vessels in the Caribbean wait until the end of hurricane season, November 1, or after to relaunch.

"It is always best to check with the boatyard for scheduling. Avoid the rush. Launch your vessel on days when the yard is less likely to be busy... between the 'T'S' Tuesday – Thursday,"



suggests Nanny Cay Marina's Hodge.

Finally, adds Bobby's MegaYard's Howell, before relaunch "the captain and crew need to board and do a full inspection of all areas that were worked on such as the overboard valves and shaft packing. A complete check for water leaks needs to be quickly done before the belts are released from the boat as it is much easier to lift out again if there is a problem. Once checked and found to be fine, the captain can head out to his next destination."







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ere's a round-up of what's new at a sampling of boatyards throughout the Caribbean.

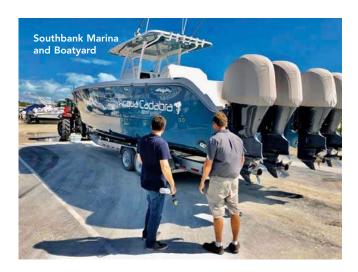
JAMAICA. The Errol Flynn Marina & Shipyard

in Port Antonio is under new management, who are working to improve all services and the facility's general esthetics. "Over the years the boatyard has moved towards being a 'DIY' space. As such, there is a greater thrust towards having outside contractors - who are available on request - to undertake electrical and mechanical works, minor sail repairs and carpentry," says Donna Wilson, marina manager.

THE BAHAMAS. Bradford Marine, in Freeport, Grand Bahama, expects to take delivery of a new 150-ton Marine Travelift in December. The lift is capable of hauling vessels up to 31-ft wide, 125-ft long and 14-ft draft. Other updates are



a new onsite generator to mitigate downtime in a city power failure, solar power lighting installation as part of a clean energy initiative, new General Manager and Operation Superintendent. "Also, with the canal harbor expansion, our canal entrance will become completely unrestricted: no more narrow entrance and vessels needing to back down the channel due to their inability to maneuver in the channel," says Ray Lightbourne, general manager.

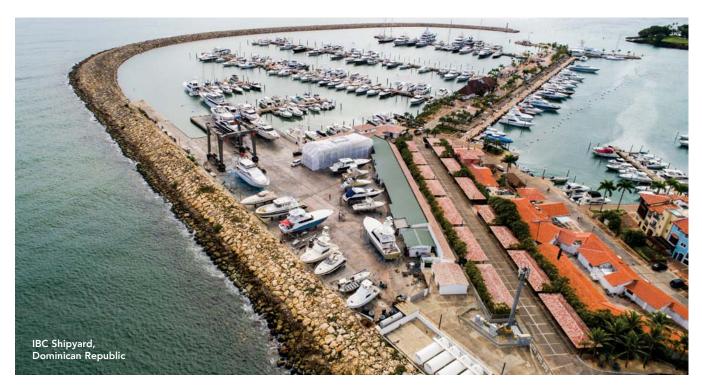


TURKS & CAICOS. The haul-out ramp at the Southbank Marina and Boatyard in Providenciales is now wider at 36-ft. Also new are state-of-the-art added dock slips, haul-out floating dock and main dock, plus a high-tech fuel farm with a 15,000-gal-Ion capacity each for diesel ULSD and REC 90 gasoline.

DOMINICAN REPUBLIC. The IBC Shipyard at Marina Casa de Campo in La Romana has recently become an authorized dealer and service provider of Asea Power System, CMC Stabilizers and Propspeed.

PUERTO RICO. Some of the newest contractors at Puerto Del Rey Marina in Fajardo are The Yacht Garage, One Stop Marine and Wally Castro Marine. In San Juan, the Puerto Rico Ports Authority and Isla Borinquen LLC announced the execution of a long-term lease to create San Juan Yacht & Ship (SJYS), a superyacht maintenance and refit yard at Pier 15 near the Convention Center. Project highlights include a 645ft Graving/Dry Dock, use of the 950-ft Outfitting Pier and 8 acres of uplands to support yachts and commercial vessels up to 625-ft in length. SJYS will also invest in a floating dry dock and mobile trolley system to lift and haul yachts and ships on







the property and use the 102,000-sq-ft of buildings, which will be renovated on-site. The \$15M phase one investment and renovation will be completed over the next two years. However, yachts can begin in-water refit this fall.

ST. CROIX, U.S. VIRGIN ISLANDS. St. Croix Marine Center is now the Mercury Marine distributor for the island, with a certified Mercury technician on staff. "We have upgraded our crane to a 33-ton Terex, which enables us to de-mast sailboats safely and lift heavier boats, engines and other loads. We have 4 new moorings, which rent for \$30/day," says Chris Hanley, owner.

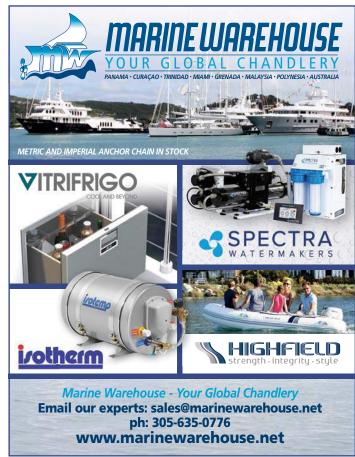
ST. MAARTEN & GUADELOUPE. F.K.G. Marine Rigging & Fabrication in Cole Bay, and sister facility, **IMM**, in Pointe a Pitre, are now RigPro Caribbean. "This is an exciting development allowing the companies to work as OEM on all Southern Spars, Hall Spars and Future Fibers masts and rigging as a manufacturer representative," says Norina Edelman, manager.

ANTIGUA & BARBUDA. There's new ownership at the Jolly Harbour Marina & Boatyard, in Jolly Harbour. "There will be some investment being made through the low season to refurbish the last section of the boardwalk as well as significantly enhancing the level of CCTV security," says Jo Lucas, general manager. The property welcomes ABSAR (Antigua Barbuda Search and Rescue), which will be based along the waterside in the boatyard. The Antigua Port in Jolly Har-



bour reopened in July, with Customs, Immigration and Port Authority joined by the Port Health department. In English Harbour, **Antigua Slipway Ltd.** has introduced a new Guardianship Service, where the company caretakes vessels and provides monthly feedback reports, inclusive of photos and suggestions for repairs. "Before the 2022 season begins, we will embark on an extensive renovation of our Railway, which can haul motor and sailing yacht up to 200 tons and 200-ft LOA," says Roberto Falangola, managing director. "We are also exploring the possibility of renovating one of our old carpentry buildings into a 6 room, 12 guest Crew House."







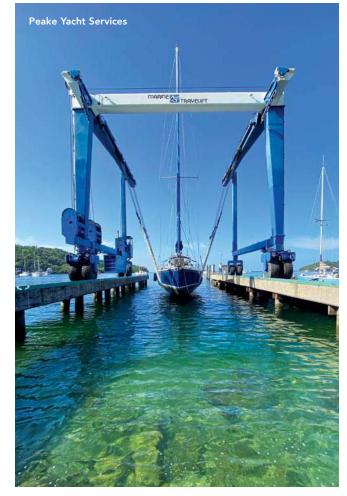


DOMINICA. The **Dominica Marine Center**, in Roseau, has welcomed a new technician/mechanic, Pablo Villarroel, who comes with many years of service in the industry.

GRENADA. New eatery, One Love Restaurant & Bar, is open at **Spice Island Marine Services** in True Blue. The company's main office is now located above the Budget Marine store for easier access and there's a new ABYC (American Boat & Yacht Council) certified technician.

TRINIDAD & TOBAGO. Peake Yacht Services in Chaguaramas reminds boaters that the island's border opened to international visitors in July. In the past year, according to Christopher Peake, the island's Port Authority has placed new navigational and marker buoys to mark safe navigation routes in the waterways around the peninsula. The Coast Guard has received several brand new, large patrol vessels, adding to an already large and expanding fleet, to ensure safe navigation around island waters. On the fun front, there's now an official bicycle lane that extends the length of the peninsula and is cordoned off from the main road. This lane allows access to attractions such as Five Islands Water Park, the Chaguaramas Boardwalk, and Samaan Park, and a variety of natural cascades, waterfalls, and rivers. Plus, there's a new farm-to-table restaurant/market in Chaguaramas called U-Pick.

CURACAO. Curacao Marine, in Willemstad, has new laundry machines.





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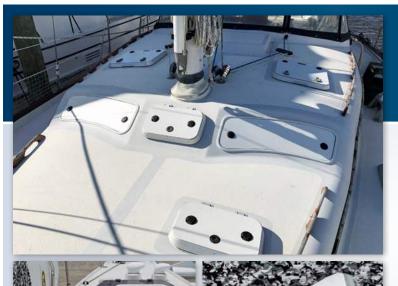
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PAPER CHARTS NO MORE?

BY JOAN CONOVER



here is a major change coming for boaters who use navigation charts, the "sun-setting of paper nautical charts. "In 2019, NOAA announced its Sunsetting of Raster Nautical Charts in the Federal Register. The raster sunset program will gradually end production and maintenance of NOAA traditional paper and raster nautical chart products. Beginning in 2021, NOAA will start canceling its traditional nautical charts. The process is expected to be completed by January 2025. Other countries are also following a similar path away from paper.

As captains and crew know, the use of current charts and data for navigation is critical for safe marine navigation. Waterways shoal, change, and so do "Aids to Navigation", such as the buoy systems employed world wide. Keeping this information updated to create navigation charts is usually a governmental activity, with each country responsible for its own waterways. The actual process of updating marine charts and data varies from country to country, but it is a complicated process requiring expensive bathymetric surveys as well as reporting systems depending on mariners. And many countries, including the

USA, are changing what products are updated as they modernize charting procedures and move away from paper charts. To use these products, mariners can purchase their navigation charts, paper and/or electronic, from vendors who obtain the governmental data and process it into various formats for either printing as paper charts or for use on electronic chartplotters. In some instances, the electronic and/or raster data is downloaded for at little or no cost from some governments, such as https://www.nauticalcharts.noaa.gov/

For the USA, the National Oceanographic and Atmospheric Administration(NOAA) Office of Coastal Survey is responsible for upgrading charts, surveying the seafloor, responding to maritime emergencies, and searching for underwater obstructions that pose a danger to navigation. Charts are defined as both paper/raster navigation chart (RNC) products (as well as the newer Electronic Navigation Charts (ENC). ENCs are used by various chart plotter devices on vessels. NOAA also produces the Coast Pilots for USA waters, updated weekly/ monthly. It is available for download at no charge from the above NOAA link; realize the content is updated frequently, up to weekly, with new pilot information, buoys and important details. Hurricane holes are mentioned, entry, currents, tides, and critical data. It's a must read.

WHY THE CHANGE FROM RNC/PAPER PRODUCTS?

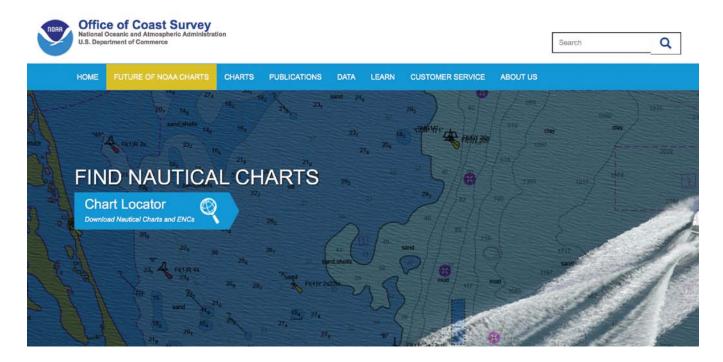
The updating requirements to keep two separate and visually different systems accurate has become too difficult and manpower intensive. Plus the fact that paper/raster products are only visual, without the background data readable by electronic systems is limiting functionality. Most the charting industries have moved to electronic systems who not only can read and place objects ON the maps, but also provide interaction and alerts as applications. A paper or raster chart







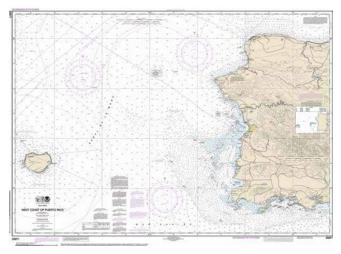




does not allow this type of functionality; its possible to place an object based on latitude and longitude, but not have any dynamic depth data or other navigation features cruisers now expect. Think of a paper chart/raster as a mirror—it reflects an image, but there is no "behind the image" data. You can markup the mirror, but again it reflects just a static image.

What is important for captains to know is the change this movement away from paper products to electronic will cause. NOAA, several years ago started the migration away from paper raster charts. They made a decision to update critical navigation aids as well as safety features, but for survey data, that is only updated on electronic data. ENCS contain both bathymetric and survey depths. Raster/Paper charts show the 'design' depths, but not actual survey depths—critical for boaters. In other words, if a channel was designed, in say 1960, to have a 35 ft depth, the current raster product may show 'project depth 35 ft," when the channel is now shoaled in some areas to 5 ft. Of course there are "Aids to Navigation" placed to warn cruisers, but the older expectation to 'read the depth' on the map is not available. Check the date of your paper map creation, it's a critical data point on the navigability of the area charted. After the date of creation, publication, it is the task of the captain to update manually the changes from the USCG published monthly. Frankly, this is not often done reliably by most cruisers, just be aware.

Vessels are encouraged by NOAA to utilize (and update) their ENCs on electronic charting systems, as well as Raster/paper charts. Paper charts continue to be updated with all corrections included in the Chart Corrections Section of the



US Coast Guard's Local Notice to Mariners (LNM). But as products diverge, the products become very different. For example, some recent data (2018) for Puerto Rico charts is only on the ENC (electronic charts/chart plotter formats). There will be additional Puerto Rico 2018 Nearshore LIDAR data released, in the near future, some of the data is already partially available in ENCs but may not be in the Raster/paper products. Quite a few surveys for Puerto Rico in general have been applied to the ENC, but again not the RNC / Paper. This example process sounds confusing, it is, and is being repeated all over the USA.

Types and capabilities of electronic charting systems range in sophistication from phone/tablet applications to highly capable Electronic Chart Display and Information System (ECDIS)











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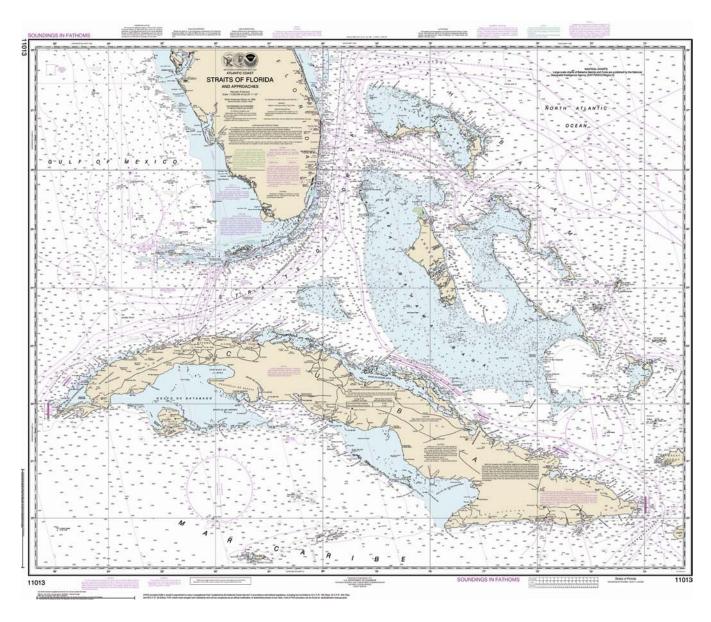
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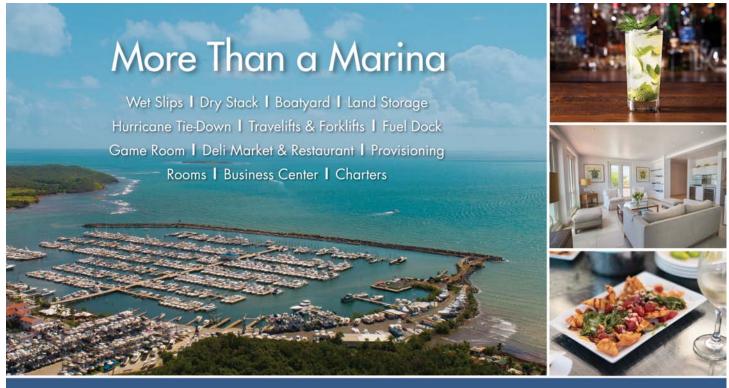
found on all Safety Of Like At Sea or "SOLAS "vessels. SOLAS is a convention adopted following the Titanic disaster in 1914, and has been updated several times; commercial and government vessels follow this convention for safety. While electronic systems used on vessels are technically GIS, they meet certain standards which are not included in normal desktop type Geographic Information Systems (GIS) applications. The function of the marine devices designed to accurately display Electronic Navigational Charts (ENC), created in a specific data format. This will allow future expansion to a much more robust view of data, to include weather and much more.

Many recreational boaters have selected to purchase Chart Plotters from manufactures such as Garmin, Furuno, Raytheon and others to meet their navigation needs. These devices use either proprietary charts developed for their product or of-

As captains and crew know, the use of current charts and data for navigation is critical for safe marine navigation. Waterways shoal, change, and so do "Aids to Navigation", such as the buoy systems employed world wide.

ficial ENCs produced by NOAA or USACE. And the look of the ENC charts are different from the paper/raster format and do require familiarization; each vendor can display the data based on their implementation. And that applies to updating, some vendors update via a chip/download, some update directly via an internet connection; there is no standard. As





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





Captains should become aware of the new features of the electronic systems, the chart views, AND update their systems (both paper and electronic) frequently if they are in areas facing major waterway changes.

NOAA updates the official ENC(s) at least monthly, users should be aware of the need to update their onboard devices to get the most recent information. Three years can mean a major change in shoal depths for some regions.

WILL THERE BE PAPER CHARTS AT ALL?

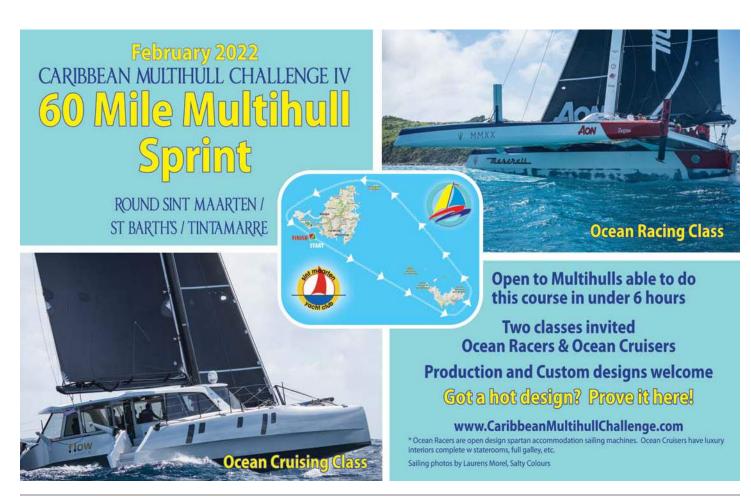
The availability of paper charts will continue, however the 'look' will change to an ENC look, which is different from the older raster products. Mariners are able to obtain "paper" charts through the online NOAA Custom Chart (NCC) application at https://devgis.charttools.noaa.gov/pod. The NCC was developed to enable users to create their own customized charts directly from the latest NOAA ENC data. While these custom charts do not fulfill the US Coast Guard carriage requirements for regulated commercial vessels, they contain the same up-to-date information contained on ENCs. More

information about NCC is available on the NOAA Coast Survey's website at https://nauticalcharts.noaa.gov/charts/noaa-custom-charts.html

The focus of this article is to inform, and make the cruising public aware of navigational chart changes they should be planning for in the near future. Changes are already in place and happening.

Captains should become aware of the new features of the electronic systems, the chart views, AND update their systems (both paper and electronic) frequently if they are in areas facing major waterway changes.

Changes can be due to extreme weather events, changes in water depths and flows, shorelines shoal aids to navigation get added or removed. It's the captain who is responsible for keeping their vessel and crew safe, navigation tools such as charts are a part of safety at sea, near or offshore. Seven Seas Cruising Association, a part of our Advocacy programs, are researching and keeping the boating community informed of this type of major program changes as much as possible. As part of our outreach, SSCA has several public service online webinars at **www.ssca.org/ssu**. Please be aware and enjoy passaging, knowing you have the most recent information to help keep everyone safe.







e've passed over reviewing Flor de Caña because we honestly assumed a review had been done. To our amazement, this wasn't on our list of 82 rum reviews. After all, it's one of our legacy rums that began our further exploration into the world of rum. Unfortunately, it hasn't been in our cabinet for quite some time. We picked up Flor de Caña 12 Single Estate to reminisce about how far we've come with our palate.

Alfredo Francisco Pellas Canessa left his home in Italy in 1875 for Nicaragua, in search of adventure. The entrepreneur began a business transporting people and goods between the east and west coast of the United States, but when word came of the Panama Canal being built, he set his sights on his next adventure. In 1890, Alfredo found the perfect setting for a distillery at the base of the San Cristobal Volcano in Nicaragua. He believed the rich volcanic soil, enriched water, and volcanic climate would be the perfect trifecta for Flor de Caña rum. Clearly, he was right. Today the company is run by the fifth generation of the Pellas family.

Starting with sugar cane harvested in the fields near the dis-

tillery, the molasses-based rum is distilled five times in a continuous column still. The liquid is aged in American white oak barrels in a non-air conditioned warehouse at the base of the active volcano. The 12 noted on the bottle is the average age of the rum blended to make up the bottle.

In 2018, Flor de Caña became the first spirit brand to receive Fairtrade certification. The company practices safe working conditions, protects human rights, and follows environmental best practices. Flor de Caña uses 100% renewable energy, plants 50,000 trees annually, and captures their carbon emission during their fermentation process. In 2020, the Carbon Trust awarded Flor de Caña the Sustainability Award for the Drink Business.

REVIEW

As soon we uncorked the bottle, notes of orange and vanilla filled the air. The beautiful medium golden hue coated the glass with fast-moving lacing. Orange and vanilla continued on the nose with caramel and some subtle hints of oak. We differed on the intensity of the orange note, where Clint found it subtle like orange blossom; however, Terry felt it stronger like orange peel. The liquid smoothly coated the palate, initially carrying the same notes from the nose. But as the rum opened up, the oak notes created a welcomed spice that broke up the semi-sweetness of the rum. Again we differed on the finish. Clint enjoyed notes of oak and tobacco that lingered, while Terry felt the finish was without pomp and circumstance but enjoyed the brief warming sensation.

OVERALL

This was one of the few rums we've reviewed that we continued to sip long after our notes were written. There's something about the simplicity of Flor de Caña 12 that allows us to forget about the world around us. \$35/bottle

4.5 OUT OF 5

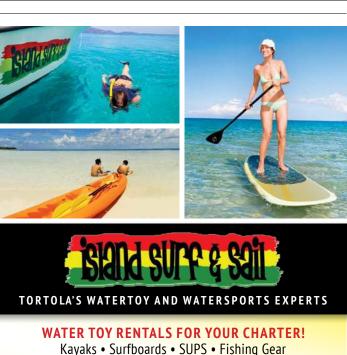


SIPPING RUM SCALE

- 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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CARIBBEAN MARINAS All At Sea's Caribbean Marinas Guide

		Maximum Orafinum	Maximum	* of Ship.	14 July 15	Solution Water	$C_{2}k_{\prime}$	Dis Satellite	, sse, sse, sse, sse, sse, sse, sse, ss	 Lawer MC		Bar / Coning	Security VHF	Wireless Interness	to.
Falmouth Harbour Marina www.antigua-marina.com	268-460-6054	20′	380′	60	•	110/220/380 3 phase	•	•	•	•	•		• 68/10	•	

			-0	7	~	4	- 5	0	Q	O	-,	7	_	45	S	0	
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	+1 721-544-5310	8′	60′	47	•	110/220V, 60Hz		•	•	•				•	74	FREE
St. Maarten	Lagoon Marina Cole Bay Waterfront	599-544-2611	9′	100′	45	•	110/220	•			•	•	•	•	•	16	FREE
St. Maarten	Simpson Bay Marina www.igy-simpsonbay.com an ☐ IGY destination	721-544-2309	13′	196′	114	•	480V 3-phase 100 amps/ leg; 220V 3-phase 100 amps/leg; 220V 50 amps; 110V 30 amps 60hz	•	•	•	•	•	•	•	•	16/ 79A	FREE
St. Maarten	The Yacht Club at Isle de Sol www.igy-isledesol.com an IGY destination	721 544 2408	18′	320'	45		480V 3-phase 100 amps/ leg; 220V 3- & single- phase; 100 amps/leg; 220V 50 amps 60hz	•	•	•	•	•	•	•	•	16/ 78A	FREE
St. Thomas	American Yacht Harbor www.igy-americanyacht harbor.com	340-775-6454	10′	110′	134	•	120/208Y/240 VAC 30 to 100 amps, 60 Hz	Cable	•	•	•	•	•	•	•	16/6	FREE
St. Thomas	Crown Bay Marina www.crownbay.com	340-774-2255	24′	200′	99	•	30, 50, 100amp 120v, 208v, 220v, 480v	Cable	•	•	•	•	•	•	•	11	FREE
St. Thomas	Yacht Haven Grande www.igy-yachthaven grande.com	340-774-9500	18′	656′	48	•	120/208Y/240/480Y VAC 50 to 600 amps, 60 Hz Ability to hard wire	Cable	•	•	•	•	•	•	•	16/10	FREE
Tortola, BVI	Nanny Cay Marina	284-494-2512	12′	125′	200	•	110/220		•	•	•	•	•	•	•	16	•
Tortola, BVI	Soper's Hole	284-495-4589	25′	170′	50	•	110/240	Cable	•	•	•	•	•	•	•	16	Cafe
Tortola, BVI	Village Cay Marina	284-494-2771	12′	200′	106	•	110/220/308	Cable	•	•	•	•	•	•	•	16/71	FREE
Trinidad	Power Boats Ltd	868-634-4346	13′	65′	40	•	115/220		•	•	•	•	•	•	•	72	•
Turks & Caicos	Caicos Marina & Shipyard www.caicosmarina.com	649-946-5600 649-232-1905	9′	150′	100+	•	30/50/100 amp		•	•	•	•			•	16	FREE
Virgin Gorda	Virgin Gorda Yacht Harbour	284-495-5500	10′	180′	94	•	110/220		•	•	•	•	•	•	•	16/11	•
Colombia	Marina Santa Marta www.marinasantamarta.com an IGY destination	+574363601	11.5′	132′	256	•	110/220V, 60hz		•	•	•	•	•	•	•	16/72	FREE

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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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Antigua	Jolly Harbour Marina / Boat Yard	17 04 46.4 N	61 54 37.0 W	(268) 462- 6041	13′	80′	19′	no limit	110/220	8am- 5pm	70 45	•		•	•	•	•	•
Antigua	North Sound Marine	17.1167	-61. 7500	(268) 562- 3499 \ (268) 764-2599	15′	no limit	31′	no limit	Anything	24x7	150	•		•	•	•	•	•
Aruba	Varadero Caribe	12 32 N	70 02 W	297-588- 3850	8′	120′	45′	no limit	50/30 amp	8am- 5pm	60	•		•	•		•	•
Freeport, Grand Bahamas	Bradford Marine Bahamas	26′ 31. 189 N	78′ 45. 566 W	242-352- 7711	35	400	50	no limit	30/50/100/480	24/7	150		•	•	•	•	•	•
Tortola, BVI	Nanny Cay Hotel & Marina	18 25 0 N	64 37 0 W	(284) 494- 2512	11′	160′	45′	no limit	110v 30amp/220v 50amp/ 3phase 100 amp	7am- 6pm	70 4	•	•	•	•	•	•	•
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 45	•		•	•	•	•	•
Curaçao	Curacao Marine	12' N	68' W	599 9 562- 8000	9′	120′	33′	193	110/220 380	8am- 5pm	60	•		•	•	•	•	•
La Romana, D.R.	IBC Shipyard	18° 23′ 55″ N	68° 53′ 55″ W	+809 449 3321/3323	12′	110′	26′	no limit	110/220 3 phase 100/50/30 amp	8-5 M-F	120	•	•	•	•	•	•	•
Grenada	Clarkes Court Boat- yard & Marina	12° 00.6′ N	061° 44.0′ W	473-439- 3939	11′	150′	37′	0	110/220; 50Hz	7:30am- 4:30pm	242	•	•	•	•		•	•
Grenada	Grenada Marine	12° 01:20	61° 40:42	00-1-473- 443-1667	12′	75′	31.5′	0	110/220	8-5, M-F; 8-12, Sat	70 4 <u>5</u>	•	•	•	•	•	•	•
Grenada	Spice Island Marine Services	12.041 N	61.45 W	473-444- 4257	12′	70′	25.4′	0	110/220	8-4 M-F	70 &	•	•	•	•	•	•	•
Panama	Bocas Yacht Services	09° 17.3′N	082° 23.06W	507- 6619-5601	10′	65′	20′	no limit	120/220	7:30- 3:30pm	60 45	•		•	•		•	
Panama	Shelter Bay Marina	09° 22′ 12″ N	79° 56′ 51″ W	507- 6813-5327	11′	100′	28′	no limit	60 HZ, 120/240V 50-Amp, 100 Amp Single Phase, 208V and 480V Tri Phase	24x7	100	•	•	•	•	•	•	•
Puerto Rico	Varadero @ Palmas	18 04′ 37″N	65 47' 57"W	787-656- 9211	11′	110′	26′	no limit	50/30 amp	8-5, 7days	110 45	•	•	•	•	•	•	•
Puerto Rico	Puerto Del Rey Marina	18° 17.3 N	65° 38 W	787-860- 1000	15′	150′	33	no limit	120/208V single & 3 phase; 30, 50,100 & 200 amps; 60 Hz	8am- 5pm	155 &	•	•	•	•	•	•	•
Sint Maarten	Megayard	18°02′ 13.24 N	63°05′ 08.52 W	1-721-5444- 060	12′	200′	33′	12′	110/220	8-5 M-F	150 &	•	•	•	•	•	•	•
St. Lucia	Rodney Bay Marina an IGY destination	14°04 '32. 72" N	60°56 '55. 63" W	758-458- 7200	11′	75′	28′	no limit	120V- 480V, 30/50/ 100/125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	8am- 5pm	75 4 5	•	•	•	•	•	•	•
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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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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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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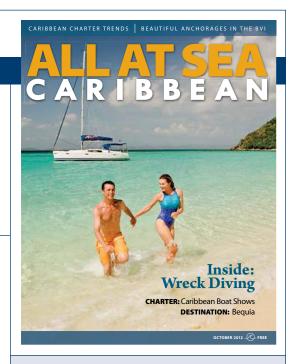
TORTOLA, BVI. 'Callalou' is a waterfront estate that features a 2 BR/2 BA main house, 1 BR/1 BA guest cottage, its own commercial dock, mooring balls and pool on 1-acre of land on the Nanny Cay waterway. The property can either be used as a family residence or for commercial purposes (there's a yacht charter business nearby). The legally entitled commercial dock has the potential to have a bulkhead added at the water's end and further finger docks extended from that with Government permission. Price: US \$1,990,000

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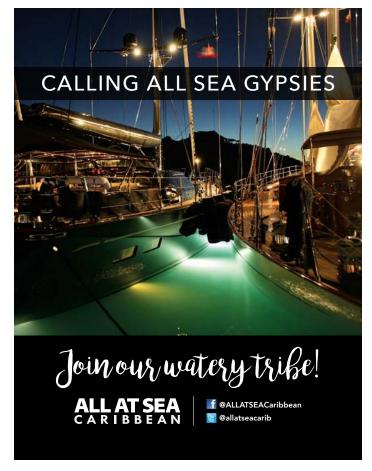
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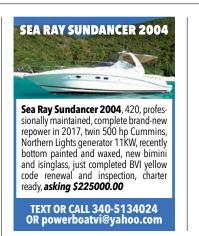














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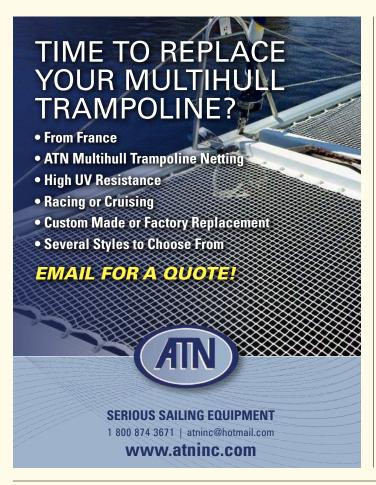




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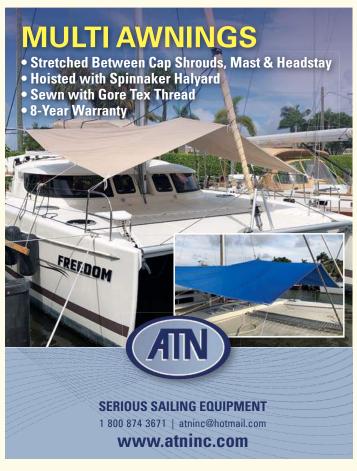
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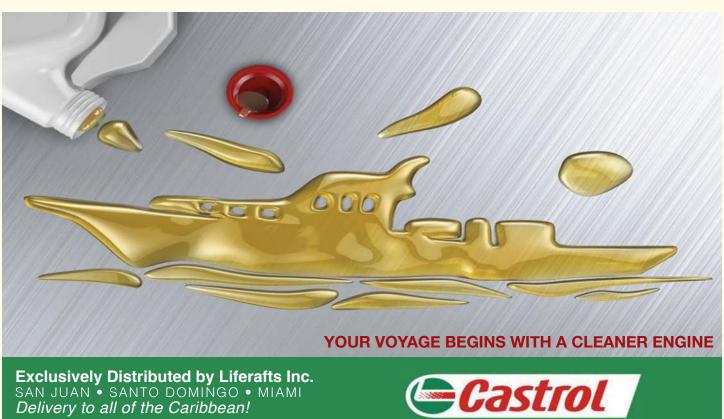












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SIMPLE MARINATED SHRIMP

Preparation time: 15 minutes. Cooking time: 4 minutes

Marinating time: 24 hours. Serves: 4 - 6

2 lbs. raw large shrimp, peeled and deveined

2 Tbsps. Olive oil

1 Tbsp. butter

1 medium red onion, peeled, sliced thinly and separated into rings

2 medium lemons, cut in thin slices

1 cup pitted ripe black olives, drained

½ cup olive oil 1/3 chopped fresh parsley

1 lemon, juiced

3 Tbsp. red wine vinegar

3 garlic cloves, minced

2 bay leaves

1 Tbsp. minced fresh basil or 1 tsp. dried basil

1 tsp. Mediterranean sea salt

In a large frying pan, over medium-high heat, add oil and butter. Place shrimp in pan in a single layer and sauté for one to two minutes on each side, until golden. Remove and place in a 3-quart glass dish, ready for serving. Place onions, lemons and olives on top. In a jar with a lid, combine, olive oil, parsley, lemon juice, red wine vinegar, garlic, bay leaf, basil, and salt; shake well. Pour over shrimp mixture and stir gently to coat. Cover and refrigerate for 24 hours, stirring now and again. Remove bay leaves before serving.

LETTUCE WRAPS WITH CRUNCHY **CARROTS AND CUCUMBERS**

Preparation time: 15 minutes. Serves: 4 - 6

1 Rotisserie chicken 3 fresh limes, juiced 1/4 cup fish sauce 3 cloves garlic, minced 2 Tbsp. sriracha or ground

fresh chili paste 1 Tbsp. granulated sugar 1/4 cup water

About 4 oz rice vermicelli noodles (1/2 of 8.8 oz box) 1 head of butter or green leaf lettuce, leaves separated Carrots, peeled and cut in matchstick pieces Cucumbers, peeled and cut in matchstick pieces

On a chopping board, debone and chop rotisserie chicken in bite size pieces. Set aside. In a small bowl whisk lime juice, fish sauce, garlic, sriracha, sugar, and water; until sugar dissolves. Set aside. Meanwhile cook noodles according to package directions. Drain and rinse under cold water; set aside. To serve: On a large platter



place, chicken, noodles, lettuce, carrots and cucumbers; with the sauce on the side. Wrap, eat, enjoy!

AUTUMN NACHOS

Preparation time: 10 minutes. Cooking time: 20 minutes. Serves: 6

2 Tbsp. olive oil, divided 1 (16 oz) can of chick peas, rinsed and drained 1-1/2 tsp. smoked paprika 2 tsp. kosher salt, divided 1 zucchini, chopped 1 tsp. dried oregano 1 12 oz bag tortilla chips

8 oz extra sharp cheddar cheese, shredded 2 avocados, peeled, pitted and cut in chunks ½ cup plain whole milk yogurt 1-1/2 Tbsp. fresh lime juice, plus wedges

TOPPING: Finely sliced scallions and chopped fresh cilantro leaves.

Preheat oven to 400°F. Line a rimmed baking dish with parchment paper. In a large skillet over medium-high heat 2 Tbsp. oil. Add chick peas, smoked paprika, 1 tsp salt; cook until chick peas are tender and crispy, about 5 minutes. Transfer to bowl. Add remaining Tbsp of olive oil to skillet. Add zucchini, ½ tsp. salt, oregano, and cook until golden and crispy. Transfer to bowl with chick peas and toss together. Spread the tortilla chips on prepared baking dish. Scatter with the chick pea-zucchini mixture, then scatter cheese on top. Bake until cheese is melted and golden; about 10 minutes. In a blender or food processor, mix together the avocado, yogurt, ½ tsp. salt, and lime juice; until smooth and creamy, about a minute. Sprinkle Nachos with the scallions and cilantro, along with blobs of avocado cream. Serve with lime wedges and remaining avocado cream. A little messy but tastes delicious! 0







YAMAHA in Caribbean

More information is available on the WEBSITE https://www.yamahawaverunners.com/

Country	Company Name		Phone
ANTIGUA AND BARBUDA	Outdoor World Ltd.	St. Johns	+268-736-9262
ARUBA	A&F Motors N.V. (Budget Marine)	Oranjestad	+2970587-3590
BAHAMAS	Bay Breeze Marina & Storage Ltd.	Abaco	+242-367-2452
BAHAMAS	Harbourside Marine Ltd.	Nassau	+242-393-3461
BAHAMAS	Longs Marine	Freeport	+242-352-2219
BARBADOS	Star Products Co., Ltd.	Bridgetown	+246-426-3066
BELIZE	Marelco Ltd.	Belize City	+501-224-5769
BERMUDA	A & P Marine Ltd.	Hamilton	+441-295-2329
BONAIRE	Boto Blanku Marine Services N. V.	Bonaire	+599-717-5050
BRITISH VIRGIN ISLANDS	Tradewind Yacthing Services (Nanny Cay)	Tortola	+284-394-2517
CAYMAN ISLANDS	Automotive Art	Grand Cayman	+345-949-7102
CURACAO	A&F Motors N.V.	Willemstad	+599-9-465-9942
DOMINICA	Auto Trade Ltd.	Canefield	+767-255-6800
DOMINICAN REPUBLIC	Fernando Giraldez, S.R.L.	Santo Domingo	+809-683-0305
FRENCH GUIANA	Marine & Loisirs	Cayenne	+594-594-359-797
GRENADA	McIntyre Bros. Ltd.	StGeorge's	+473-444-3944

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GUADELOUPE	S.O.G.U.A.M.A.R. S.A.	Baie Mahault	+590-590-252-055
GUYANA	Ming's Products & Services Ltd.	Georgetown	+592-225-3553
JAMAICA	Yamaja Engines Ltd.	Kingston	+876-927-8700
HAITI	Marine Motors S. A.	Port-au-Prince	+503-3-702-2424
MARTINIQUE	Continental Marine Center Inc.	Lamentin	+596-596-511-157
PUERTO RICO	Motor Sport Inc.	San Juan	+787-790-4900
SAINT BARTHELEMY	Ets Chez Beranger	Gustavia	+590-590-278-900
SAINT LUCIA	KP Marine (St. Lucia) Ltd.	Rodney Bay	+758-450-5564
SAINT MARTIN	Outdoor World SXM N. V.	Cole Bay	+721-588-5138
SAINT VINCENT AND THE GRENADINES	KP Marine Ltd.	Kingstown	+784-457-1806
SURINAME	Datsun Suriname N.V.	Paramaribo	+597-477-811
TRINIDAD AND TOBAGO	Elee Agencies Ltd. (Outboard motors)	Port of Spain	+868-623-1221
TRINIDAD AND TOBAGO	Green's General Cycle Ltd. (Waverunners)	Curepe	+868-663-2453
TURKS AND CAICOS SLANDS	MPL Enterprise Ltd.	Providenciales	+649-431-0376
U.S. VIRGIN ISLANDS	Gallows Bay Marine	St. Croix	+340-778-2628
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