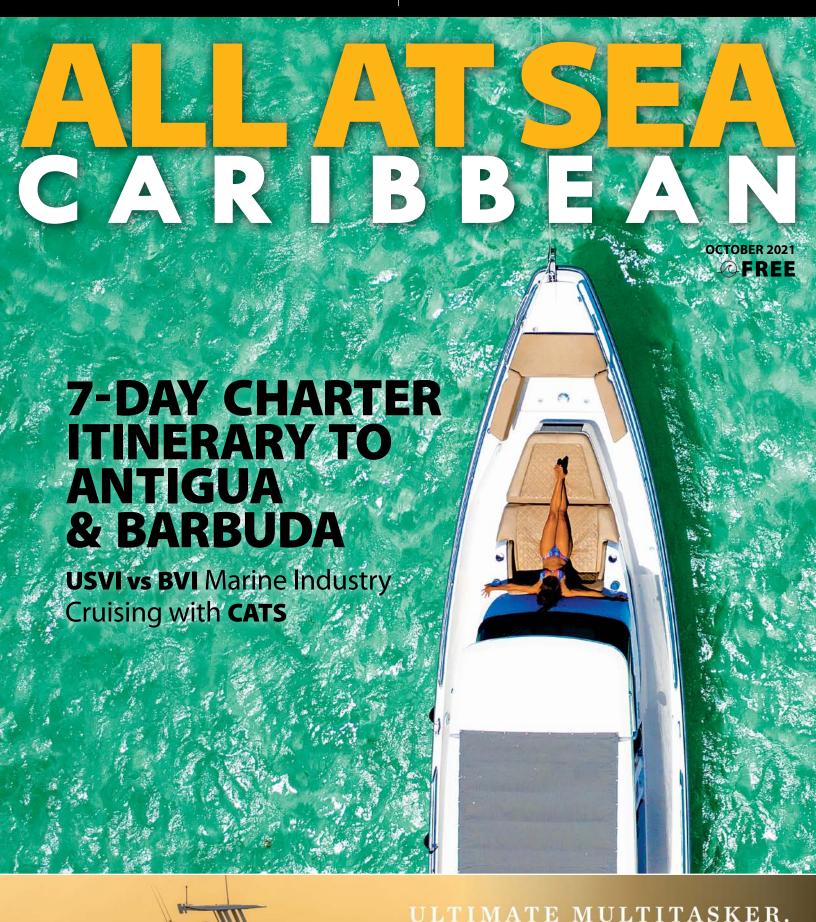
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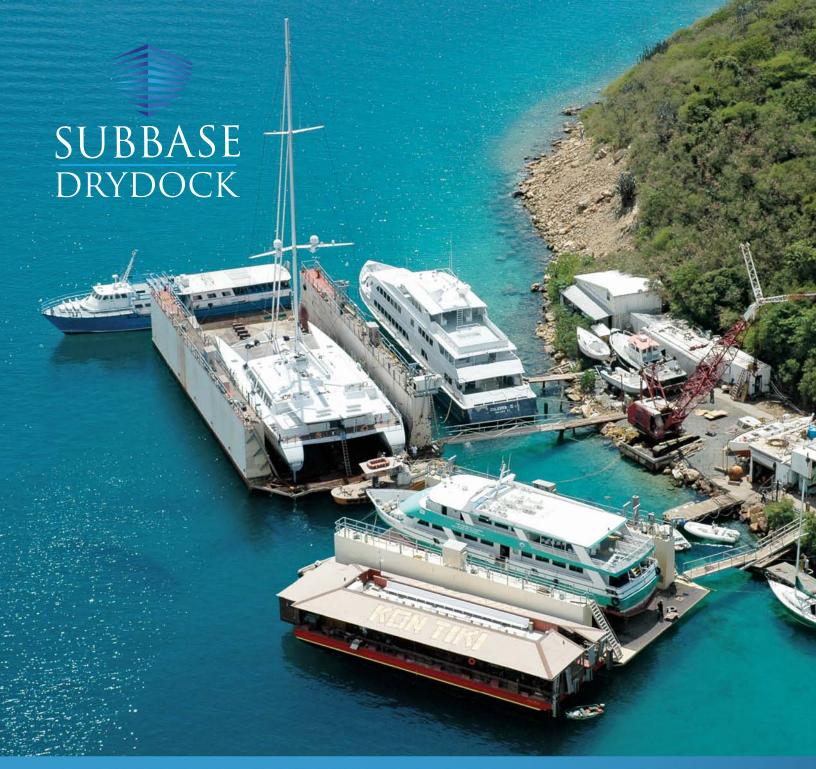
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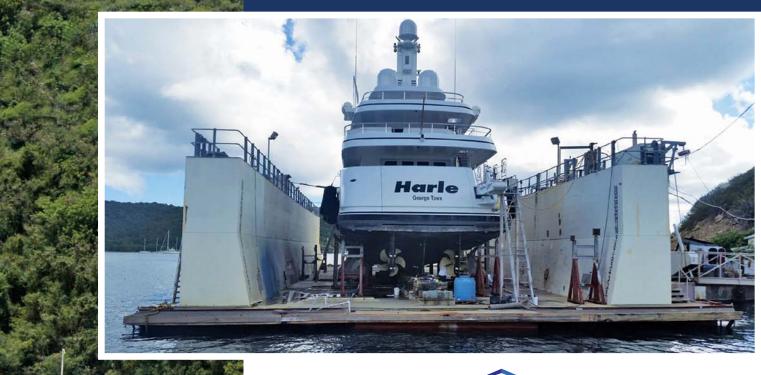
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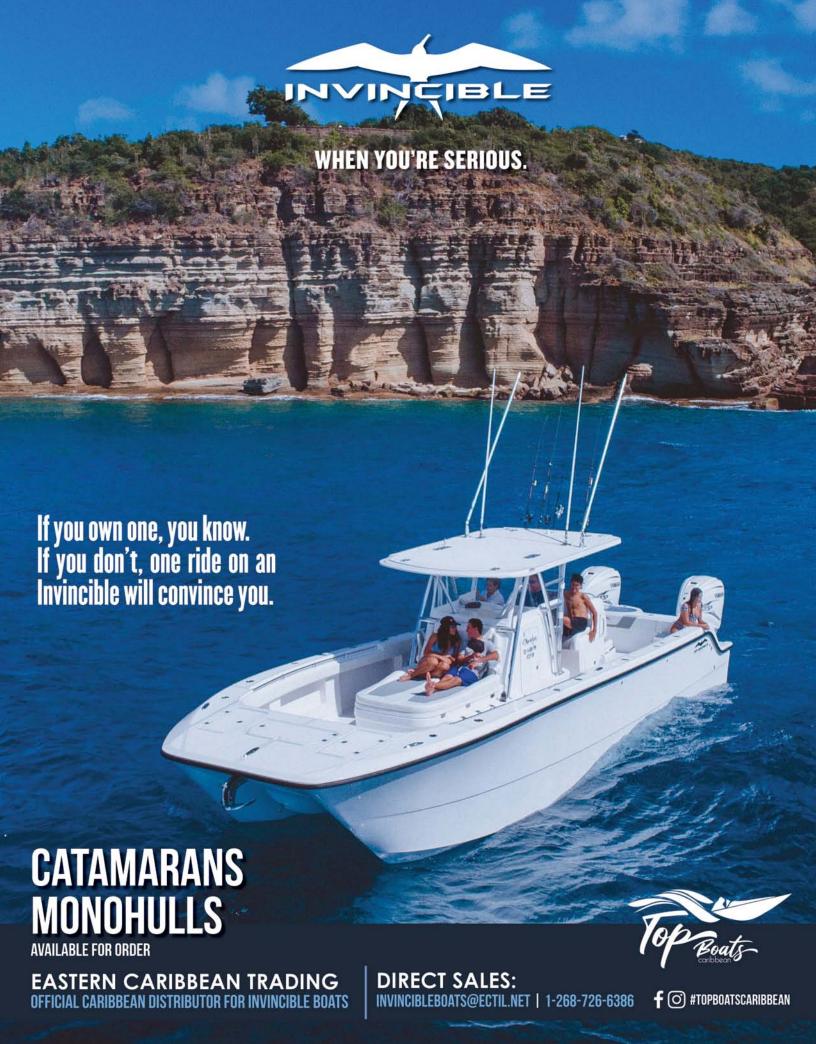
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#### The Caribbean's Waterfront Magazine



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COVER SHOT: Barbuda - Your Space in the Sun - Image Courtesy of Antigua and Barbuda Tourism Authority

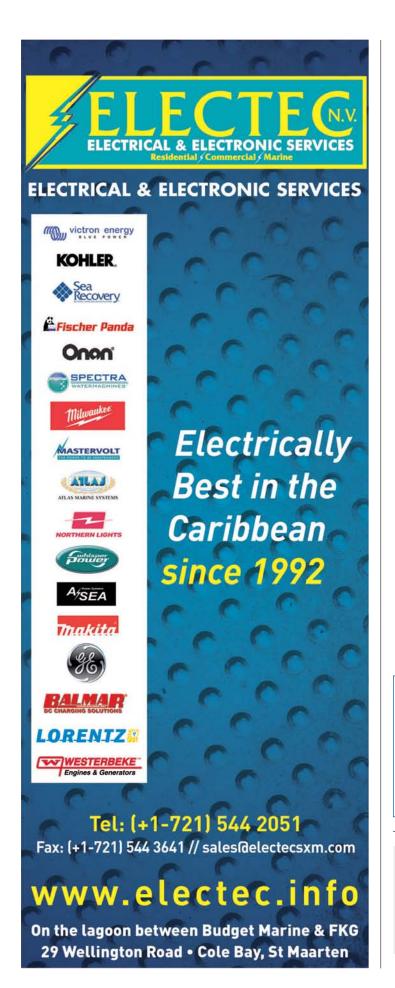
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#### BENEATH THE WAVES RECEIVES FUNDING TO STUDY DEEP-SEA LIFE IN THE CARIBBEAN

The celebration of World Environment Day in June was extra sweet for Beneath the Waves (BTW), a Herndon, VAheadquartered non-governmental organization that uses cutting-edge science to catalyze ocean policy with a focus on shark conservation and protected marine areas. Specifically, BTW received funding through the Darwin Plus program for two multi-year research projects aimed at increasing understanding of the biodiversity of deep-sea waters in Bermuda and the Cayman Islands. The Darwin Plus program, also known as the Overseas Territories Environment and Climate Fund, provides funding for the 'conservation

of unique and globally significant environments found in the U.K. Overseas Territories'.

"With this grant, over USD 275,000 has been approved for work on assessing and conserving Cayman's deep-sea reefs and fish species," says Jamie Fitzgerald, BTW managing director. "BTW will focus on threatened and commercial fish species, including sharks, and work with project partners to map the distribution of deep-water coral and other biotopes in the hope of designating additional protected areas."

BTW also has active research projects underway in both The Bahamas and Turks & Caicos Islands. beneaththewaves.org



#### THE BAHAMAS' WALKER'S CAY **MARINA IS OPEN**

Actress Jane Fonda, singer Roger Daltrey and football player Roger Staubach have all visited this northernmost Bahamian island, and once again, you can too. While most shoreside facilities including overnight accommodations are still under reconstruction, the marina reopened in July. There's fuel (diesel and gas), water and electricity, and overnight dockage plus customs services by invitation or appointment. Walker's Cay's renovation and reconstruction, though delayed by Hurricane Dorian and COVID-19, has been underway since the island's purchase in 2018 by Texas businessman, philanthropist and avid yachtsman, Carl Allen. The marina here is one of the only in the north-





ern Bahamas capable of docking superyachts, including Allen's 164-foot Westport and 180-foot Damen Support Vessel that carries his submarine, seaplane and sports fishing yachts.

"Fishing, snorkeling and diving in and around Walker's are premiere," says Henry Deer, director of marketing.

The 100-acre island sits just over 100 nm northeast of West Palm Beach, FL, and on the edge of the Little Bahama Bank. The bank is a bill fisherman and game fisherman's paradise, home to fishing tournaments in the past and record catches. www.walkerscay.com

#### ALEXSEAL LAUNCHES LATEST GENERATION OF ACRYLIC TOPCOAT

Talk about looking shiny and new! Acrylic Topcoat X is the newest addition to the Alexseal Yacht Coating portfolio. Using the latest acrylic resin technologies combined with decades of yacht coatings knowledge, the topcoat redefines the marine acrylic coating market with brilliant paintwork results and a simple, time-saving application. Alexseal's full range of colors is available for the X Series, allowing various individual hull, deck, and stripe combinations. The finish, according to the company, is above the level of existing acrylics in the yacht market and equal to polyester topcoats.

"With the conditions in the Caribbean, the X series largest

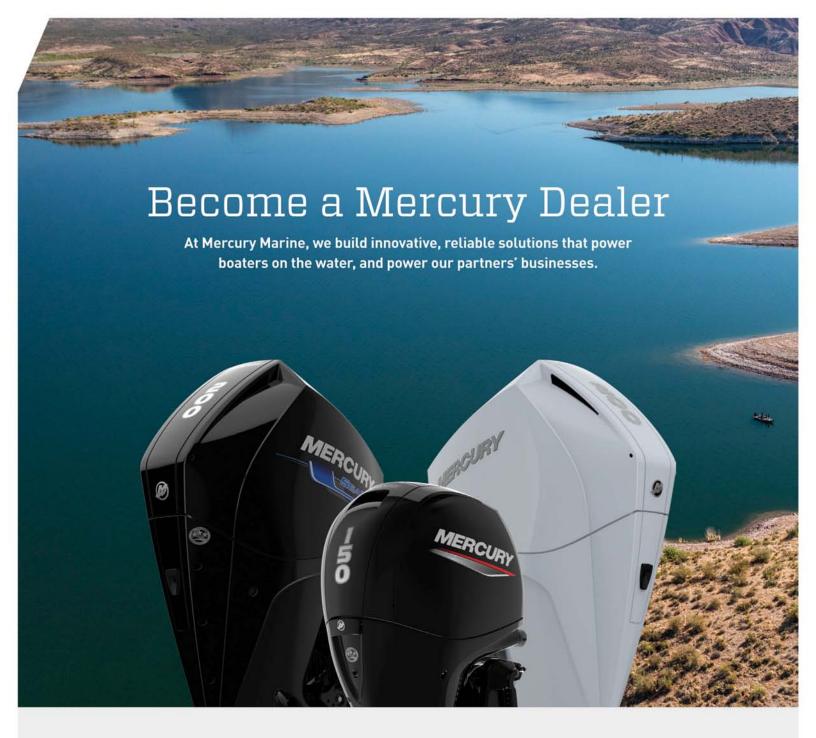


advantage is the fast drying and polishability. That's helpful especially for boats painted under challenging conditions with a lot of dust and wind," says Tobias Greisen, project marketing manager.

ALEXSEAL's Acrylic Topcoat X, distributed by Mankiewicz Coatings in Charleston, SC and Mankiewicz Gebr & Co. in Hamburg, Germany, will soon be available at Island Water World in St. Maarten, as well as Gold Coast Marine and Lewis Marine Supply stores in Fort Lauderdale, FL. www.alexseal.com

#### BOSTON WHALER'S NEW 420 OUTRAGE ANNIVERSARY EDITION DEBUTS

Just in time for the 50th anniversary of the original Outrage, Boston Whaler has debuted a 21st-century version of its flag-



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- 10 / Breadth. The Mercury engine portfolio is unsurpassed, with gas and diesel options and outboard, sterndrive and inboard engines ranging from 2.5 to 600hp. We back it up with premium propellers, controls, lubricants, parts and accessories to keep boaters satisfied and on the water.

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



#### OFFSHORE HIGH PROFILE SAILOR'S STEVE AND DORIS COLGATE

A lifetime of sailing, much of it within the Caribbean, is the subject of a new biography titled Offshore High, that profiles the husband-andwife team of Steve and Doris Colgate. Steve, an Olympian, America's Cup Sailor and National Sailing Hall of Fame Inductee, founded Offshore Sailing School in 1964 in Fort Myers, FL. Doris joined Steve in running the company in 1969.

"We have been teaching sailing and cruising in the Caribbean since 1974 when we opened our first school location there at Treasure Isle Hotel in Road Town, Tortola," says Colgate. "We started the concept of flotilla cruises with our first event in the British Virgin Islands in 1972. Before that, if you wanted to charter five boats for a group cruise, you had to deal with five owners and five different contracts. When Charlie and Ginny launched The Moorings charter company, this became simply signing one contract.

Grand Prix Yacht Racing | Big Business | Epic Love Story STEVE & DORIS COLGATE And Offshore Sailing School BYHERB MCCORMICK Doris and I personally led at least 70 cruising vacations, most of them in the Caribbean starting with that first one in 1972. Since then, Offshore Sailing School has conducted more than 200 flotilla cruises, with more than 4,000 graduates and guests participating over time. We love the British Virgin Islands and the people. It's the most beautiful sailing in the world."

The 288-page hardcover book is written by Herb McCormick, author and executive editor of Cruising World magazine, and published by Seapoint Books & Media LLC. It's filled with decades of stories and more than 170 photos covering the Colgate's upbringings, racing, and industry accomplishments. The price is \$39.95. www.offshoresailing.com



ship model. According to the Edgewater, FL-based boat manufacturer, the 420 Outrage Anniversary Edition retains everything boaters love about the original 420 Outrage such as ease of use, expansive seating and gathering spaces, a well-appointed cabin, purposeful amenities, great fishability and flawless performance, plus builds on these aspects with the latest technology, updated styling, and an array of exciting new options.

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"The 420 Outrage's hull design and performance are proven across varying global conditions, but our Boston Whaler community throughout the Caribbean and Latin America is one of the most active worldwide," says Wil Rogers, director of large boat sales. "The 420 Outrage Anniversary Edition's running characteristics are right at home with the long duration of Caribbean swells, as well as the traditionally short, windy, and choppy conditions. Our Anniversary Model featuring SeaKeeper gyro stabilization and Frostbox refrigeration add even higher levels of comfort to the crew. In addition, the shade of our



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gunnel-to-gunnel hardtop and air conditioned helm deck and cabin offer refuge from the Caribbean sun. Robust construction and hardware can endure for years, offering a trouble-free ownership experience."

Boston Whaler launched a series of events to kick off the new model, and the 420's tour concludes this month at the Fort Lauderdale International Boat Show, October 27-31, 2021. www.bostonwhaler.com

Marigot Bay Marina

#### ST. LUCIA'S MARIGOT BAY MARINA NOW MANAGED BY US MARINA GROUP

Sold! In June, JMA Ventures, a San Francisco, CA-based investment and development firm, along with San Diego, CA-headquartered LLJ Ventures, closed on the purchase of the

Marigot Bay Resort and Marina. The luxury resort and large yacht marina, which can accommodate vessels up to 280 LOA, is located on St. Lucia's Caribbean Sea coast 7 miles south of the island's capital of Castries. JMA has selected the US Marina Group to manage all marina operations. With offices in Fort Lauderdale and West Palm Beach, FL, the US Marina Group is a premier third-party marina management and advisory company for marinas in the US and abroad.

"There are great things in store for this beautiful-resort marina and we are excited to be a part of it," said Jim Bronstien, partner with the US Marina Group, in a release.

The resort and marina will see a significant amount of renovation over the next year. For the marina, these upgrades include the fuel system, electrical, and mooring field, to name a few. Many of these new offerings are expected to be unveiled in advance of the 2021-2022 Caribbean high season. www. marigotbayresort.com

#### CARIBBEAN SAILORS COMPETE IN 2020 SUMMER OLYMPICS IN TOKYO

Eight Caribbean sailors represented their respective islands, the USA and Canada in the 2020 Summer Olympics in Tokyo. Canada's Sarah Douglas, who grew up sailing in Barbados; St. Lucia's Stephanie Devaux Lovell and Antigua's Jalese Gordon finished 6th, 28th and 43rd, respectively in the Laser Radial. Trinidad & Tobago's Andrew Lewis and St. Lucia's Luc Chevrier scored 29th and 31st overall, respectively, in the Laser Standard. Puerto Rico's Enrique Figueroa and Gretchen Ortiz placed 17th in the Nacra 17 class, while the U.S. Virgin Islands' Nikki Barnes sailed under the U.S. Flag as a U.S. Coast Guard officer with crew Lara Dallman-Weiss in the Women's 470 and ended 12th. olympics.com/tokyo-2020/olympic-games/en/results/sailing/olympic-schedule-and-results.htm



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## CTOBER 2021 EVENTS

BY CAROL M. BAREUTHER



#### **OCTOBER 14-16: International** Blue Marlin Tournament.

Club Nautico de Santo Domingo hosts this two-day light tackle (30-pound test) tournament targeted to blue marlin. Fishing days are October 15 and 16. This time of year features the best part of the blue marlin season in the Punta Cana area. Entrants can choose to depart for the fishing grounds each day from the Punta Cana Marina or Cabeza de Toro where the CNSD is located. "We have a new format for teams this year where two members can fish on one boat and the third member can fish on a different boat," says Wally Heinsen, tournament director, founding member of the Dominican Light Tackle Anglers Club and past CNSD commodore. Trophies will be awarded for Best Boats, Best Fishermen, Best Teams and Best Crews. The supreme challenge of catching blue marlin on light tackle brings out the best sports fishermen from the Dominican Republic, Puerto Rico and beyond. www.clubnautico.com.do



#### OCTOBER 23: Willy T Virgin's Cup.

Racing and cruising, mono and multihulls, keelboats and dinghies all race in this near half-century-old regatta held off Tortola, British Virgin Islands. Since the famous floating bar, the Willy T, came aboard as the sponsor in 1990, the event's been called the Willy T Virgin's Cup. In addition to the normal racing rules, all boats entered also must have a female skipper. Racing takes place in the Sir Francis Drake Channel. www. royalbviyc.org/racing/willytvirginscup.html



#### **OCTOBER 30: North American Rally** to the Caribbean (NARC).

Weather pending, the 21st edition of this favorite rally will depart from Newport, RI, on this date. For the third year, boats from the Chesapeake Bay area are invited to join the NARC at its first port visit in Bermuda, estimated at an arrival of November 5 or 6, and enjoy a weekend of camaraderie before departing for the final destination of St. Maarten. "We are the only rally that offers an official stop in Bermuda," says Hank Schmitt, NARC organizer and chief executive officer of New York-based crew network service, Offshore Passage Opportunities. "Boats departing from the Chesapeake Bay have to go east until they get near Bermuda, anyway, so why not stop in





for a fun visit with new friends from the Rally?" Schmitt adds, "St. Maarten is the best place to make landfall after a long fall offshore passage and centrally located for cruising the best grounds in the Caribbean." The NARC rally is free with no per-boat fee to sign up. There is a \$100 per person fee for the social activities. www.sailopo.com/NARC\_Rally\_NARC\_Rally\_ Overview.aspx

#### **OCTOBER 30-31: St. Maarten Optimist Championship.**

Nearly 30 competitors are anticipated to compete in this two-day junior sailor regatta, with interest from St. Martin, St. Maarten and St. Barths as well as Antigua, Curacao and French Caribbean islands. The competition takes place in Simpson Bay, with great spectating from the beach bars and restaurants ashore. Prizes and trophies add to the fun. The Championship is also an AHO qualifier for the Opti World Championships. "The event has been around for a long time, 16 years, and we always see a lot of camaraderie among the kids and parents," says Michele Korteweg, manager of the host St. Maarten Yacht Club. "As it is at the beginning of the sailing season you can tell many kids are full of energy and keen to compete to start their season with a win. Bringing sailors, coaches and parents from the region together is a big



win, it can help us to improve other events throughout the season as well. Let's not forget seeing all the smiles from the kids as they get to sail in beautiful conditions at this season starter!" www.smyc.com/optimist-championship







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## <del>:'AL</del>...ER, I MEAN,

#### CRUISING BY CAP'N FATTY GOODLANDER



The Winning Team from the Royal British Virgin Islands Yacht Club and KATS program 1: Jason Putley on tiller; Kyle Roose (green boardshorts and red life jacket), James Dawson (mirrored sunglasses), Karie'Jai 'KJ' Rhymer (with hand up), Jonathan Woods (yellow life jacket), and Daniel Petrovic (back to camera).

n the early '80s, there were two schools of thought in the USVI marine industry—one, don't let the locals know what we're doing or they'll want to horn-in for an ever increasing slice of the economic pie; or two, make sure the locals are continuously informed on what we're doing—so the ever-increasing slice of the pie can better benefit us all. A charter group exemplified the former, and an industry group called VIMI, the Virgin Islands Marine Industry, spearheaded the second.

Am I over-simplifying? Of course. That's what we journalists do, especially when talking about once controversial topics.

Regardless, I attended every VIMI meeting for many years and dutifully covered the USVI's charter industry for over two decades on behalf of Caribbean Boating, The Marine Scene, The Daily News, The St. Thomas Courier, SAIL, The Herald (SXM), Cruising World, Sailing, and, ultimately, ALL AT SEA.

These twin, diametrically-opposed industry messages were the bane of my professional existence back in the day—with industry leaders of one group calling me almost daily to suppress the glowing press releases of the other.

Now, in the late 1970s and early '80s, the Virgins were the

marine industry in the Lesser Antilles. Oh, sure, there were a few European charter boats in Sint Maarten and a couple of naked Brits engaging in naughty nautical nudity on the deck of Lord Jim in English harbor—but 98% of the charter and marine industry was St. Thomas-based. Example: when Nobelprize winning author John Steinbeck wanted to charter in the Grenadines, he chartered a USVI vessel skippered by Rudy Thompson to sail him to Bequia.

Yes, the very docks of Yacht Haven vibrated with unlimited commercial possibility. As a marine entrepreneur in 1979, I remember distinctly sipping coffee outside the bustling Galley Gourmet—and thinking, "This is the most exciting, most dynamic, most goofy marine scene I've ever experienced!"

Money-wise, the BVIs almost didn't exist. The only time you heard of the BVI's marine industry in Tortola was via the G&Tswilling BVI Yacht Club members as they complained (with good reason) that, since the BVIs had the best charter cruising grounds, shouldn't they get at least a few crumbs of the profit?

One reason why this lopsided competition was interesting was because the USVI and BVI islands were basically the same (okay, slight 'safe harbor' advantage to the BVI) both geographically and culturally.

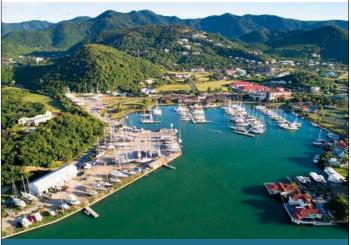
However, in a number of other ways, they were quite different. For example—the USVI had open borders with continental US of A and the BVI did not have the same arrangement with Jolly Ole England. The BVI was far more autonomous in managing its own affairs, at least in terms of immigration and work permits.

Of course, when I first cruised the Lesser Antilles in the late 1970s, I knew little of this and cared less. What I did realize was that we boaters fell into two broad categories: One group felt it was a good ting dat West Indians had been taught by their former masters to be terrified of the water (so they wouldn't swim out and teef our boats), and the second group felt that once West Indians were physically comfortable and capable around the water, they'd be great sailors.

Now we can indulgently smile and knock such throw-away fish-wrappers as Caribbean Boating. But when I started HQing out of St. John in the early '80s, I felt I had no choice but to learn about the place I was chronicling.

Thus, as mentioned, I attended every VIMI meeting and every legislative session in the Green Barn. I was shocked to discover that, for all its flaws, the USVI local government was incredibly open and welcoming to citizen input. Its politicians wanted to do a good job for all their constituents—there was





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hardly any us against dem at all. In fact, I've never lived anywhere where I felt as empowered and as effective as a U.S. voter than in the USVI—to this day. Each time I personally felt an injustice about to be perpetrated on the marine community, we boaters swiftly organized against it and, yes, we almost always prevailed. (The key to political accomplishment then and now is the same—get off your butt!)

Strangely, the earliest, most effective promoters of the marine industry of the eastern Caribbean weren't the businessmen, it was the yacht racers.

The STYC and the BVIYC sponsored the Rolex and Spring Regattas respectively. The SMYC teamed up with—not Harken or Lewmar or Danforth—but rather Heineken Beer. Ditto, Antigua Sailing Week wasn't sponsored by Nicholson Charters but rather the local Antigua Hotel Association, desperate to prolong its sleepy tourist season an additional month. (This worked far beyond their wildest dreams.)

Best of all, Anguilla had its May Day races and Bequia had it's 'two-bow' races—and neither cared less if any visiting white folk showed up, which, of course, they did... in happy and respectful droves. Ditto in Carriacou, where the Post Office

Notice that I am using the code-words 'locals' and 'West Indians' and 'Continentals?' That's what we do in the Virgins—we obscure ourselves with emotionally-neutral words instead of just plainly stating the fact that most of the USVI youth sailing groups ended up predominately white...

proudly sold a postage stamp of their most famous racing vessel, The Mermaid (which was, alas, recently lost).

But every day in the USVI, dozens of happy-go-lucky Continentals showed up uninvited on St. Thomas and wanted to stay. To do so, they needed a job. And getting a job on St. Thomas was culturally difficult, except for within the secretive ("...don't tell 'em how much money we're making!") boating industry.

Thus, the USVI's marine industry got whiter and whiter—and all the young St. Thomian youth felt (rightly or wrongly) excluded (with the exception of the local ferry industry). A 'them' and 'us' dynamic started to develop along the waterfront of Charlotte Amalie. Thus, while the USI was taxing outboard engines at 3%, it's legislature suddenly passed a law that taxed inboard diesels at 10%, a three-fold increase. When I asked the sponsor of that bill in the USVI Senate why, he answered with amazing candor. "Dat because you guys buy de inboards, Fatty! We locals can't afford dem. We can only afford de outboards. So, dat's why we locals want de white folk to pay more."

Needless to say, angry VIMI members and their chartering counterparts saw this as both racially prejudiced and anti-business. And being powerful Statesiders used to getting their way through the application of effective, relentless political power—the boaters collectively howled in protest, totally outraged.

It is, of course, always the wheel that squeaks that gets the oil.

And soon the marine industry got a USVI tax exemption on all marine gear. They'd pay zero import duty on anything marine because, well, money-talks, right? (Why did the local politicians vote for this? One reason was because it was cleverly framed as a national 'we gotta win against the BVI' regional issue of competition by the marine industry).

This, of course, pissed off the St. Thomas and St. Croix taxi







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drivers to no end. If they purchased a battery for their taxi, they had to pay a full 3% but if a rich white guy shipped in a dozen batteries for his fancy million-dollar yacht... "dat man paid nothing, me son!"

#### Not fair!

Sure, big rich companies like Rolex and Mumm's sponsored white folk races; but who sponsored the massively-attended Carnival speedboat races along the downtown waterfront in which de local mon raced... *nobody*, dat's who.

#### Again, not fair!

In fairness, the chartering industry of the USVI ultimately decided that it could not—and should not—attempt to downplay the growing importance of their industry in the USVI economy. This moment of realization came, for me at least, when the VICL (Virgin Island Charteryacht League) started their annual Waterfront Boat Parade (which made a point of welcoming influential locals aboard) to counterbalance VIMI's Governor's Cup PR bonanza.

Now, up in the BVI, they didn't have airplanes vomiting out eager Brits demanding high paying jobs. New arrivals couldn't work without a work permit, and such permits were expensive and hard to come by. What they did have, however, was a growing airport and growing trickle of charter *customers* from Great Britain, France, and elsewhere in Europe.

In order to supply that need and handle the worldwide explosion of interest in chartering, BVI companies like the Moorings rapidly expanded—and hired locals.

Enter tragedy: in 1986, three local Boy Scouts needlessly drowned on an outing in Pillsbury Sound—because they and their scout masters had no basic seamanship skills. A West Indian dentist and Rotarian named "Doctor Ted" Cummings (Barbados-born, if my memory serves) heard about this needless boating tragedy—and decided to take decisive action. He joined with the USVI marine industry, the VIMI group, and various yacht clubs and learn-to-swim groups to form the KATS program (Kids and the Sea) to teach basic sea skills to local youngsters. The first sixweek rowing course took place on St. Thomas. St. John, Coral Bay, soon followed. Tortola wasn't far behind.



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However, while the programs in the USVI and the BVI were initially identical in curriculum, there was a vast difference in the number of membership applications. It was extremely difficult to get West Indian USVI kids interested in the KATS program—and extremely easy to get BVI kids to sign up.

"It was like night and day," reported Tom Gerker, who helped (for over a decade) to organize KATS programs in both the USVI and the BVI.

Despite the best efforts of USVI organizers—who offered free tuition, books, a tee shirt, a PFD, and complimentary transportation to the financially distressed—they found stiff resistance from the local community and eager acceptance from the continental community. This resulted in their sailing programs being a solid success—even if it didn't precisely reach the demographics it was originally aimed at.

But hey, any effective community organization ultimately ends up serving the needs of the people who use it—that's only logical, right?

Notice that I am using the code-words 'locals' and 'West Indi-

ans' and 'Continentals?' That's what we do in the Virgins—we obscure ourselves with emotionally-neutral words instead of just plainly stating the fact that most of the USVI youth sailing groups ended up predominately white—I know, I was involved with a number of these learn-to-sail programs. It was frustrating. It wasn't what we wanted demographically but it was what we got. And, understandably, the consensus of the hardworking community organizers was, well, let's get on with it.

"We don't see color, we only see kids," Fletcher Pitts, the spiritual guru of the Coral Bay program once told me.

Not that the USVI's marine industry didn't repeatedly and creatively attempt to try to reach out. Year after year VIMI and Governor Alexander Farrelly sponsored the Governor's Cup Youth Sailing Regatta which catered to the public housing kids—but at the end, these kids went home to projects, not back to their respective yacht clubs.

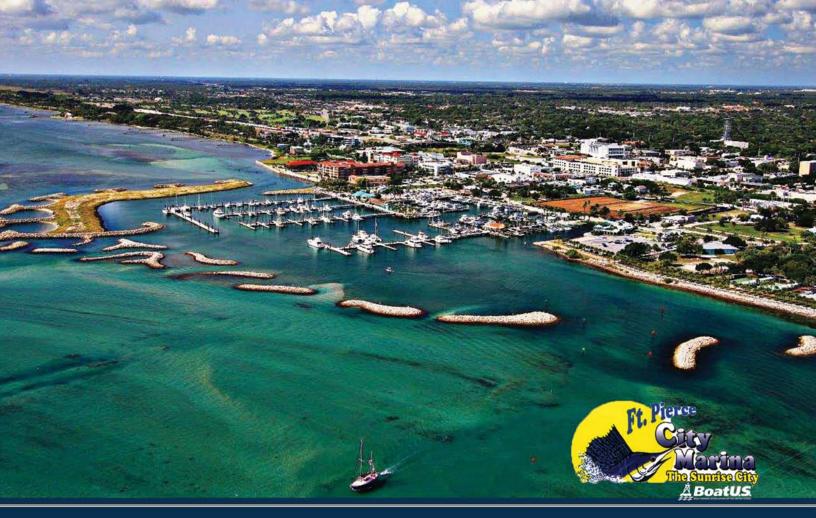
Contrast this to Tortola where the same KATS program was enthusiastically welcomed by locals with open arms. Within the first year, hundreds of BVI kids were waiting to get a chance to participate! They wanted to join and their parents really wanted them to join as well. After all, the marine jobs at the Moorings were both high-paying and prestigious. If you worked hard, not only did you make good money but the Moorings would allow you to take a \$300,000 charter boat out YOURSELF for long weekends (or even a week!) with your family and friends—as long as, of course, you brought that boat back in good shape. (All the Moorings employees brought the boat back immaculate—so they could go 'out on charter' again ASAP.)

Thus, while all the money and all the companies and all the marine profit were initially USVI based; the locals on St. Thomas didn't think (rightly or wrongly) the marine industry was for them (except for Ashley Boynes and Rodney Varlack of the St. John ferry companies, bless 'em). In the BVI, however, it was exactly the opposite story. The chartering industry was seen as a wide-open, well-paying industry in search of bright, ambitious West Indians—and the KATS program was an easy, accessible way into the marine scene for local families.

This was, of course, all common knowledge in the USVI but so what? The USVI had the 'customers and the airport' and there was no getting around it—ha ha, we in the USVI had those BVI boys by the balls!

...well, until we didn't.

Within ten years, by 2000, all the major bareboat companies were in the BVI-because the government and its people



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were pro marine industry. Ditto, most of the fully-crewed charter vessels. Ditto, many of the diesel dealers, dive shops, and flourishing shipyards as well—despite these BVI operations having a higher overhead than their USVI counterparts.

Marinas on St. Thomas, who'd once had long waiting lists for dockage, were now almost deserted. Yacht Haven, once the Crown Jewel of the USVI marine industry, became (for a while) a (literal) white elephant.

Were there other factors involved? Of course. Both countries engaged in protectionism. Hurricanes obviously played a role. Ditto, Federal US Coast Guard regulations. Violent crime on St Thomas was also a factor—tourists evidently prefer not to be shot.

But minor concepts like "...shhhh, don't tell!" can, eventually and haphazardly, turn into important, unstoppable economic indicators without ever being fully considered—at the time or even later.

Also, it should be pointed out that I'm certainly not the best guy to chronicle these complicated industry events—Tom Gerker, Nick Bailey, Morgan Avery, George Bell, Ron Sherman; Barefoot Davis of Splinter Beach, Pat Stoken of Independence and Max Cunningham of Lou in Red Hook; Robin Clair and Jen Robinson of Coral Bay; Eliot Georges and Richardson of Richard's Rigging in Tortola —even Bobby Velasquez and Robbie Ferron of St. Martin; and Cary Byerley of Antigua all have a better knowledge of these decade-sweeping industry dynamics than I.

Looking back as marine journalist, however, I'll readily admit that none of us boaters felt we were making VI history—we just wanted to sail, get drunk, dance to reggae, wander Sage mountain after a rain, race our sailboats, hang with Foxy and Tess on Jost, and have some fun sunning our buns. But minor concepts like "...shhhh, don't tell!" can, eventually and haphazardly, turn into important, unstoppable economic indicators without ever being fully considered—at the time or even later.

However, taking an occasional backwards glance—for all of us sailors, from Puerto Rico to Trini—can be a 'good ting' if we want a bright collective marine future for all. (Fatty Goodlander is currently going stir-crazy in Singapore.)







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### SAILING WITH CHARLIE: WINE

#### CHARTER HUMOR BY JULIAN PUTLEY

**GRAPHICS BY ANOUK SYLVESTRE** 



or all those in the luxury yacht chartering business a new trend is developing: 'Undersea Wine.' When Charlie was growing up in England in the hotel business some sixty years ago wine was an accompaniment to have with lunch or dinner and usually for special occasions. Choices were not difficult; it was white with fish or red with meat. It was a dry white with fish and sweet with dessert. Reds were either full bodied or light, depending on personal preference. French wines were almost exclusively served with a smattering of German - all others were considered inferior.

Fast forward a few decades and countries from all over the

...young wine can mature more quickly under the sea and produce a wine similar to a twenty-year vintage in a wine cellar. Critics describe a unique freshness and more fruit flavor, a certain vibrancy with a silkiness of texture.

world were now producing very acceptable beverages. Sommeliers had to know their stuff as tasters were becoming more and more analytic and critical. Wine tastings became fashionable and it was no longer 'rich and full bodied' but more like

'well matured with a hint of peach and strawberry with notes of leather and tobacco with a pleasing after taste of a wafting moorland breeze,' for instance.

A Pinot Noir might be described as follows: 'A full-bodied textured wine with hints of violets and lavender with red fruits like raspberries and cactus. As this wine ages it gets spicier with notes of mint and cinnamon. A nose of barnyard may be detected as the aging advances.' Perhaps it was where the expert taster was standing. Tip: stand clear of the toilet door.

There's one wine that was described as 'vibrant with a complex nose that opens with floral, stone fruit and berry aromas - rose petal, violet, pomegranate, plum cherry, raspberry, black currant, boysenberry - that deepen with spice and wood notes - cinnamon, white pepper, thyme, vanilla, cedar, sandalwood, chocolate. Gentle oak aging adds definition...' It's almost as if these experts are afraid they might have missed something. Charlie can offer a clue - grapes.

Now to 'Undersea Wine.' Wineries from Argentina, Spain, Portugal and even the UK are trying it. Various wines from sparkling to rich reds are sunk to varying depths and allowed to mature for perhaps a year or more. It's becoming a niche trend and although some dismiss it as a marketing ploy, others are taking it seriously. Some tasters have noted a saline character while others emphasize that nothing can come in or out of the bottle - a little chicanery here no doubt. One expert sommelier was shocked when he found a tiny minnow in his glass of Undersea Merlot. He got his own back when he found the joker and mixed a spoonful of anchovy paste into his Pinot Noir. Yes, they can be a dodgy lot, these wine tasters.

The overall conclusion is that a young wine can mature more quickly under the sea and produce a wine similar to a twenty-year vintage in a wine cellar. Critics describe a unique freshness and more fruit flavor, a certain vibrancy with a silkiness of texture. The reasons given are pressure, temperature, minimum light and ocean vibrations.

The marketing aspect is undeniable. Undersea bottles become encrusted with the calcium deposits and carbonates of various creatures like worms, barnacles and other minute organisms. This gives the impression of old, even ancient and something unique. An encrusted bottle served at the table will definitely elicit "ooohs" and "aaahs" and hopefully so will the taste. One thing's for sure - it ain't going to be cheap. Charlie's waiting for the Jules Verne edition.

The idea of Undersea wine came from bottles salvaged from wrecks that tasters raved about. The Royal Mail Ship Rhone sank in 1867 in the Caribbean. Three years later a hard hat diver, Jeremiah Murphy, discovered the wine locker at a depth of 20 meters and brought up several bottles. He declared them to be as 'good as new' and happily consumed several bottles right then and there. (He may have been Irish).

Even more impressive are the wines recovered from a Swedish freighter sunk in 1916. Divers discovered some 2.000 bottles of Heidsieck champagne some 80 years after the sinking of the vessel in the chilly waters of the Baltic Sea. Those lucky enough to sample the wine described it as being incredibly rich and complex, yet light-bodied, fresh and mellow. A taster commented that it was an elegant beverage with subtle toasty aromas with a hint of sweetness. Not a nose of barnyard or a drop of saline in sight... Some bottles sold to connoisseurs for thousands of dollars.

Select a couple of your favorite anchorages with wonderful sunset views. Buy several cases of reasonable champagne, place it in a crate and drop it down about 100-ft. Hide it in a cave or rock crevice and after a year you'll have something unique for very special guests.

Back to luxury charter yachts in the Caribbean; here's your chance. Select a couple of your favorite anchorages with wonderful sunset views. Buy several cases of reasonable champagne, place it in a crate and drop it down about 100ft. Hide it in a cave or rock crevice and after a year you'll have something unique for very special guests.

And if you're worried about its safety, tell Charlie where it's hidden and he'll keep an eye on it for you.

Charlie has learned quite a bit about wine while researching this story. He likes the phrase coined by a leading expert - 'Wine improves with age. The older I get the more I like it. 0

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

# CHARTER YACHT TRENDS OR THE 2021-2022 RIBBEAN SEASC BY CAROL M. BAREUTHER

yacht charter in the Caribbean is a spectacular way to socially distance and savor a five-star vacation too. While the global yacht charter market saw a Asharp decline in 2020 due to the pandemic, the easing of lockdown restrictions, greater vaccination rates and bounce back in overall tourism is poised to put the market at pre-Covid levels, possibly higher, by 2022. What's more, the global yacht charter market is poised to grow by double digits through 2028, according to the February 2021-released report, Yacht Charter Market Size, Market Share, Application Analysis, Regional Outlook, Growth Trends, Key Players, Competitive Strategies and Forecasts, 2020 to 2028, by ResearchAndMarkets.com With this rebound in mind, All At Sea asked charter companies, brokers and charter organizations that worked in the Caribbean what they see as current and future trends.

#### 1. DEMAND IS DEFINITELY UP.

Demand for charters for the upcoming season is higher than in the past ten years, according to Ian Pedersen, senior marketing manager at The Moorings & Sunsail, headquartered in Clearwater, FL, which have bases in Antigua, the British Virgin Islands (BVI), Grenada, Martinique, St. Lucia, St. Martin and St. Thomas, USVI. "We are beginning to see slim availability for certain yacht types and certain destinations months earlier than usual. This is due to a combination of existing charters from 2020 and 2021 that needed to be pushed into 2022 due to Covid and regular charterers eager to set sail again after



the challenges of the past year and a half. But also, we are seeing many new clients discovering the yacht charter product for the first time who may otherwise have been interested in a cruise ship or other type of holiday."

A good example of demand is that many of the 65 to 70 member yachts of the BVI Charter Yacht Society (CYS) are fully booked for the 2021-2022 season, and several are already accepting bookings for the 2022-2023 season, says Graham Gips, the CYS's board of directors chairman and captain with wife Kristiann of the 44-ft Fountaine Pajot catamaran, Allende. "This level of advance booking is unprecedented, and a significant number of new boats are making the BVI home to meet demand."



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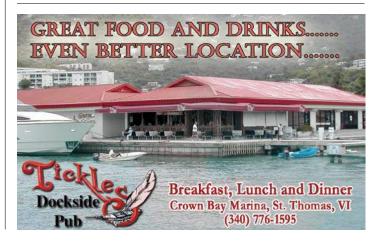
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#### 2. TOP CONCERNS: FLEXIBILITY & SAFETY

Top concerns center on flexibility due to COVID and the everchanging travel landscape and cleanliness/safety.

"People are still concerned about traveling," says Dick Schoonover, manager of Tortola, BVI-based clearinghouse, CharterPort BVI.

Some of this is over potential last-minute government changes due to COVID as well as if someone gets COVID and cannot travel, adds Ann McHorney, director and charter sales specialist for Select Yachts, based in Fort Lauderdale, FL. "The industry is trying to cover impending situations with contractual changes and addendums designed to protect the boats, crews and owners. More people are buying trip insurance, a good idea as a 'just in case'."

How a yacht is cleaned between charters, often on a 24-hour turn-around, is a top concern of clients, says Oriel Blake, executive director of the Virgin Islands Professional Charter Association (VIPCA), in St. Thomas, USVI. "The answer provided by crews of VIPCA's membership is that all vessels are meticulously cleaned before welcoming guests onboard, including routine cleaning plus frequent disinfection of surfaces and objects before and throughout the charter. All interior surfaces are cleaned thoroughly with a disinfectant solution, including walls, countertops, tables, light switches, handrails, and doorknobs. All exterior surfaces also are washed down thoroughly with special attention to disinfecting dining areas, coolers, trash bins, and any common guest-use items touched frequently like an icebox, sunscreen bottles, and sliding door handles. Guest linens and towels are freshly laundered including mattress protector, pillow protectors, and throw pillow covers, and throw pillows and salon cushions get sprayed with disinfectant."

#### 3. WHAT'S MOST IMPORTANT?

Beyond safety and cleanliness, charterers look at the overall appearance of the yacht first, according to Select Yachts' McHorney. "Does it look comfortable and a good value for its size? Some clients are 'foodies', but most just want good food, nicely presented and to their taste. We are seeing a lot of special diets, and those are usually always easily accommodated. Toys are important, some guests will request specific items and not seem happy with the existing list."



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#### 4. CUSTOMIZATION IN KEY IN CREWED CHARTERS

There has been a huge uplift in crewed charter interest and guests will continue to treat themselves to a special vacation to make the most of time together with family and friends, says Dan Lockyer, vice president of global tourism for Dream Yacht Charter, based in Annapolis, MD. "They are attracted to the ability to work with the crew to curate the vacation of their dreams in terms of itinerary and menu. Guests want to have a vacation that no one can recreate easily."

Restrictions during the pandemic necessitated that crewed yachts focus more on yacht-related activities and special experiences, and these options will likely remain forefront over the coming season, adds the CYS and Allende's Gips. "Examples include high-end water toys such as SeaBob's, beach bonfires with local historians and storytellers, guided off-the-beaten-track tours tailored to the guest's interests, and local music concerts on the yacht."

#### 5. BIGGER BAREBOATS FOR CHARTER

At The Moorings, Pedersen says he's seeing a trend towards larger and more luxurious catamarans, both for sailing and power charters. "We have done our best to meet that demand with new, larger yachts such as the Moorings 5000 sailing catamaran, and the Moorings 534 power catamaran,

both larger and better-equipped than their predecessors. Highlights such as full-size refrigerator/freezer, zoned air conditioning, watermakers, interior helm stations and electronic control panels with full yacht diagnostics all add to the relaxation, luxury, and convenience clients seek while on charter."

#### 6. THE POWER APPEAL

Bareboat sailing charters remain king by far, but the popularity of power yacht charters continues to grow year after year, adds the Moorings' Pedersen. "The ability of the average boater to captain a power catamaran themselves have opened yacht charters to a whole new audience."

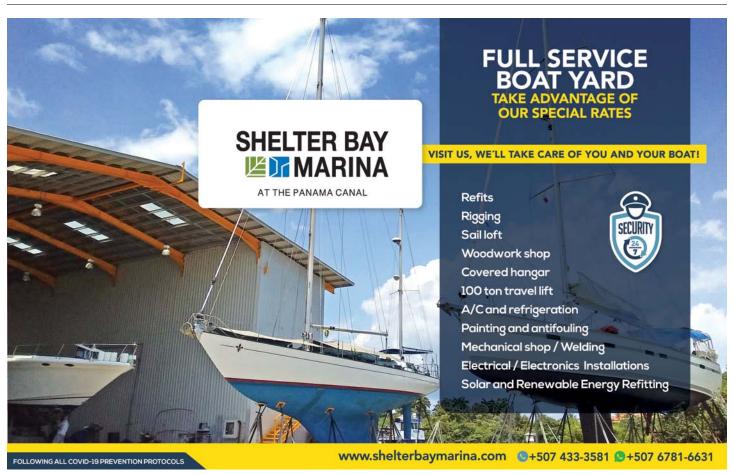
Looking ahead, "the industry is looking forward to welcoming some of the new solar yachts to the fleet soon! They are quiet, easy to maintain, and use fuel only if the generator is required for a big power load! It is a fabulous concept, friendly to our precious environment and more economical too," says Select Yacht's McHorney.

### 7. THE CARIBBEAN IS FULL OF CHARTER DESTINATIONS

Some clients are looking at areas where they may not be as vulnerable to government restrictions and quarantines, according to McHorney. "Last season, the USVI was much easier









to access than the BVI. So, the charters were mostly in the USVI's, and people loved it there, so it's been a bit of a renaissance. Also, we had a lot of charters out of Antigua and out of the Grenadines that all went well. The Bahamas is doing great too. They have devised a new streamlined electronic system to make chartering easier for both boats and charterers."

During the last year, there has been greater interest in Saint Martin and Dream Yacht Charters base at Anse Marcel, says Lockyer. "We've seen increasing numbers of guests sailing there and heading on over to St. Barts."

On-going issues with border controls between Grenada and St Vincent and the Grenadines due to COVID has led Horizon Yacht Charter to make the difficult decision to cease operating out of its Grenada base for season 2021/22, says Lesley Dowden, reservationist. "We will be moving all our yachts to our base in St Vincent for November. This then allows all our clients to sail in the Grenadines with ease. The big draw for the Grenadines is that once you have cleared quarantine you can visit all the islands in the chain without further restrictions, and the wildlife, especially in the Tobago Cays, has really burgeoned due to fewer visitors."



Finally, says The Moorings Pedersen, "Whether you have chartered 10 times before or are chartering for the first time, Caribbean destinations have something for everyone. It's onward and upward. This industry shows no signs of slowing down!" 0









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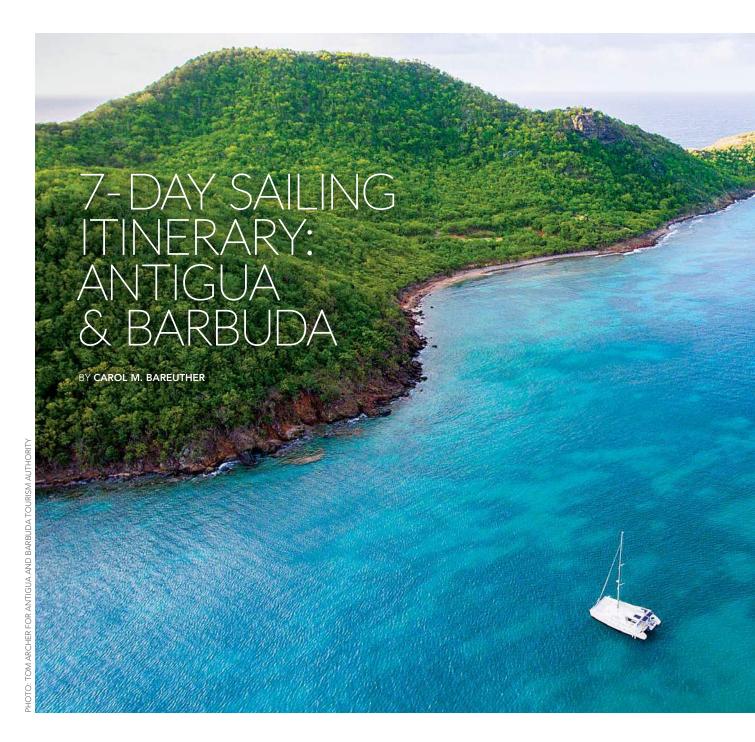
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he dual-island nation of Antigua & Barbuda has proven a magnet to mariners for hundreds of years. First came the Amerindians in times BC paddling north from South America. Christopher Columbus spotted the islands in 1492 but didn't stay. The English planted their flag on Antigua and Barbuda in the 1600's and less than a century later famous British Admiral, Horatio Nelson, lived at the Royal Navy Dockyard. Fast forward, the dockyard is where the Nicholson family started the concept of yacht chartering aboard their schooner Mollyhawk in the late

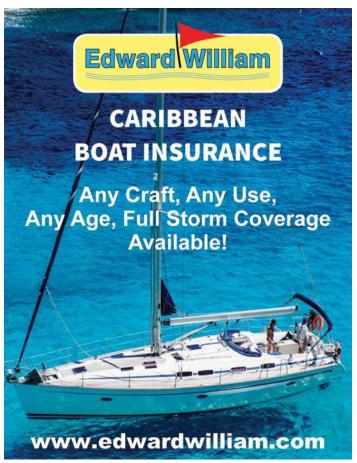
1940s. Today, Antigua especially is a hub for yacht chartering with everything from a family-sized bareboat or crewed yacht to a superyacht big enough for the rich and famous and their friends. Charter companies include Nicholson Yacht Charter & Services and The Moorings, both in English Harbour, and Dream Yacht Charter and TradeWinds at the Jolly Harbour Marina.

"Antigua and Barbuda's spectacular coastline makes it worldrenowned for its sailing and yachting. The destination boasts

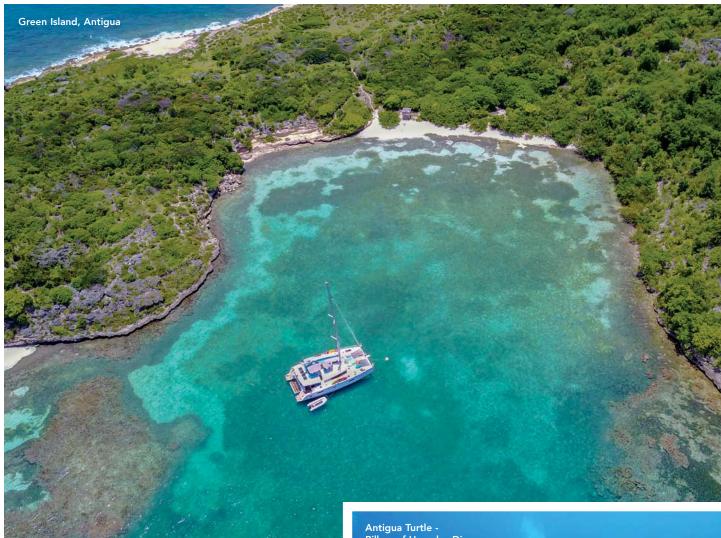


some of the best sailing conditions and the finest first-class, landside yachting facilities in the region. Antigua and Barbuda's scenic and quiet anchorages make the destination perfect for cruising and private charters," says Maria Blackman, marketing communications manager for the Antigua & Barbuda Tourism Authority.

Here is a suggested 7-day itinerary around Antigua. If you have an extra day or two, sail 25 nm north from Dickinson Bay, Antigua, to Low Bay, Barbuda, east of the Codrington







Lagoon. Wildlife, including birdlife, is spectacular here, plus the sand on the long strip of beach here is a beautiful pink. Coco Point, on Barbuda's southern shores, is a great spot to swim and snorkel in the reef-protected bay before returning to Antigua.

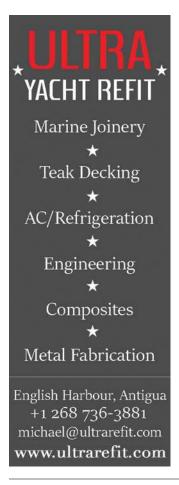
#### **DAY 1:** Jolly Harbour Marina to Deep Bay.

After arriving at your yacht the afternoon before and spending the first night aboard, sail 7 to 8 miles north to Deep Bay, where the star attraction is a chance to dive on the 1905 wreck of the Andes. This old wood and iron carrier caught fire while on anchor here en route from Trinidad to Peru and sank in the middle of the bay. Its mast still sticks up and out of the water occasionally making the perfect X marks the spot. "In the afternoon, go ashore and hike up to historic Fort Barrington. Views from here span to St. Kitts & Nevis to the west and Montserrat to the southwest," says Ricardo Flores, head of charter sales for TradeWinds.



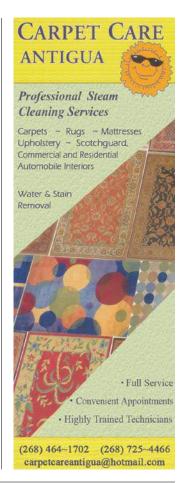
#### DAY 2: Deep Bay to Long Island.

Cruise about 9 miles along Antigua's northern shores to Long Island. This 100-acre island, located off the tip of Parham Peninsula, is the fifth-largest island in this nation and home to the exclusive five-star Jumby Bay Resort. Swim, snorkel or sun or stroll the beach. Since the resort restaurants are for guests











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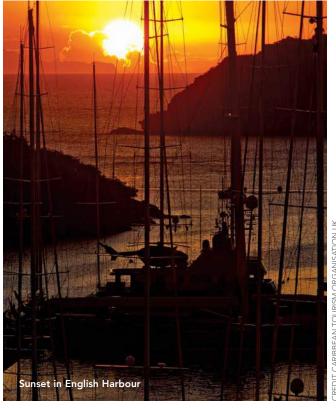
only, dine onboard or dinghy over to one of the restaurants on Antigua's northeast shore.

#### **DAY 3:** Long Island to Green Island.

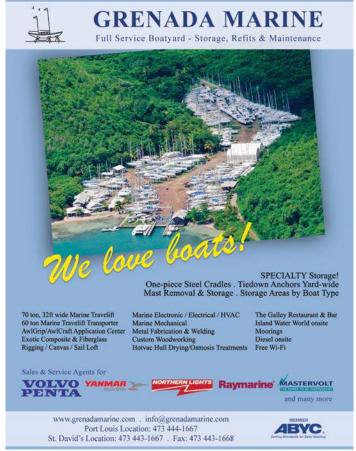
It's an island-hopping day. Start with a very short sail east to Great Bird Island. This 20-acre islet, reachable only by boat, is home to a small wildlife sanctuary. Look for red-billed tropicbirds, West Indian whistling ducks and the Antiguan racer snake, the latter of which the entire world population lives here. A short hike puts you atop this uninhabited islet with spectacular views overlooking the Atlantic Ocean. After lunch, dingly to Hells Gate Island. The caves are the main attraction. Seek out one of the guides for a tour. Next, head out through the reefs to the Atlantic Ocean and Antigua's eastern coast to overnight off Green Island. "Green Island has a lovely bay to anchor in and is a good place to enjoy watersports," says Sarah Sebastian, owner of Nicholson Yacht Charter & Services.

#### DAY 4: Green Island to Falmouth Harbour.

After breakfast, TradeWinds Flores recommends sailing to Indian Creek. "Pending on sea conditions, you may decide to dive the canyons of Sunken Rock." This is the only known wall dive in Antigua, with a vertical drop from 6- to 80-feet.









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It's recommended only for certified divers. Afterwards, cruise to Pigeon Beach in Falmouth Harbour. The beach is beautiful. Plus, for later, if you'd like to dine out, there are over a dozen restaurants ashore from a West Indian roti shack to white-tablecloth eateries. Spend the night in the bay. You'll usually be in the company of several mega yachts.

#### **DAY 5:** Falmouth Harbor to English Harbour.

It's a fast, but fabulously beautiful 2 nm sail around to English Harbour. Along the way, stop to dive or snorkel at the Pillars of Hercules, natural rock formations carved with the sea, wind and rain. After that, go ashore to tour Nelson's Dockyard, a UNESCO World Heritage Site. It's an ideal spot to learn the history of the British fleet stationed here in the 18th century. If there's still time in the day, hike to either Fort Berkeley or

Shirley Heights lookout, the latter of which is an ideal place for pre-dinner cocktails.

#### **DAY 6: English Harbour to Jolly Harbour.**

After breakfast, "dive or snorkel in the open water aquarium of Lobster Point before taking a leisurely sail to the long stretch of sandy beaches all along the west shore of Antigua for a dip," suggests TradeWinds Flores. Spend the last night of charter sampling from among the many restaurants in the Jolly Harbour area.

#### **DAY 7: Jolly Harbour.**

On this last day, "breakfast aboard, gather belongings and depart for home, making plans for another charter again in the future," invites Flores.







## 10 YEARS CRUISING WITH A SHIP'S CAT

BY BIRGIT HACKL



n 2008 Christian and I decided that cruising was the best way to see the world--especially the remote corners we were interested in. We had never sailed before (but read lots of books about it) when we flew to Mallorca to take over our newly bought "Pitufa", a Sparkman & Stephens 41. Our cat Leeloo came along as cabin luggage to tackle her new job as a ship's cat. The job description included "pest control" and "fish tasting" -- just her thing. She added "general supervision of all projects" to her tasks and soon became the admiral of Pitufa.

Taking our Pitufa across the Med to her new port in Croatia

was the first sailing experience for the three of us. 1,300 nautical miles in three meant a steep learning curve and fortunately we all found our sea legs and sea paws. From then on Leeloo accompanied us whenever we went sailing. Many people bring the family dog along for sailing trips, but leave their cats alone at home (or worse, dump them in an animal shelter before the holidays). Cats are less bulky than dogs, easier to handle and smell much nicer when wet--if more people tried taking their tiny tiger along there might be many more happy ship's cats around!

In 2011 we set out from Europe towards the horizon. We sailed across the Mediterranean, crossed the Atlantic and

explored the Caribbean for a while, before taking Pitufa through the Panama Canal and on to the Pacific. Leeloo never enjoyed passages very much, but she braved rough weather with us and kept us entertained during long night watches. She loved arriving just as much as we do, marveled at big cities and busy anchorages and lazily lounged on deck in remote places. Each one of our days started with a sunbathing and play-time ritual on deck and ended with the cat between us on the sofa. We got to spend more time with our cat then most other pet-owners ever can. Leeloo was happy to have her people around for most of the day and excitedly welcomed us back home whenever we had ventured ashore (even if we had only been gone for half an hour).

Our little princess died last March at the age of 21 and the boat feels empty without her. We miss you, Leeloo.

Here are 10 tips for those who consider adding some feline fun, joy and love to their boat:

A netting all around the boat from the toe rail up to the lower life lines keeps velveted paws from sliding over board. Leeloo didn't fall a single time in 10 years... A thick rope dangling from deck or from the sugar scoop into the water is another safety measure. Throwing cats into the water to teach them to climb up again is unnecessary, practicing from the dingy is just as instructive and less traumatizing.

Clearing into new countries was never a problem with an international pet vaccination passport throughout Europe and the Caribbean. In the Pacific area things get more complicated, but most islands accept pets as long as they 'remain on board'. Check for additional requirements before heading out towards your next destination!

Cats need to eat grass for their digestion, a tiny lawn in a flower pot's enough.

We installed a cat flap in the lower washboard, so Leeloo wasn't confined under deck when we were not at home.

High quality cat food is not available in all places, so stock up whenever you can.

Providing a cat toilet with a high rim keeps the litter from spilling all over the boat. Sand from beaches is an alternative, but check for bugs and hermit crabs.







Velvet paws have sharp claws! Unfinished wooden boards are great for a feline work-out and keep the furniture safe from scratching attacks.

Carry a feline pharmacy with basic meds and stay in touch with a vet: always double-check before using human medication for your cat (it is more easily available in many places, but can be poisonous for cats).

Cardboard boxes are cozy places for a cat nap at anchor and great sea berths on rough passages!

Keep the tiger entertained. Leeloo wanted to participate in each and every project and maintenance on Pitufa, had her paws on each workpiece and her snub nose in every locker. A boat lacks some excitement (no trees, hopefully no mice), so it's up to the human crew to provide additional entertainment.

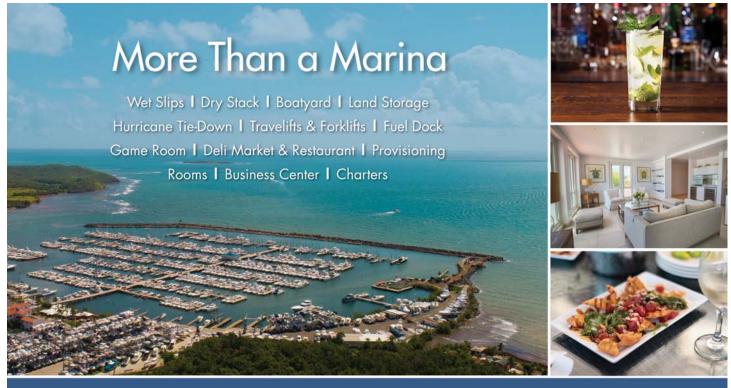
Check out our blog www.pitufa.at for more info about our journey, cruising guides and photo galleries.

#### NOW ON AMAZON:

#### "On Velvet Paws Towards the Horizon" A book about the 21 years our far-traveled cat explored the world with us. It features funny anecdotes, 101 cute color photos and some good advice for people who consider

going sailing with cats.





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



# MOUNT GAY VS.

#### **RUM REVIEW** BY CLINT AND TERRY BORAM

dmittedly, we didn't have any gold mixing rums in our cabinet but it was \about time we did. Gold or amber rums have been aged in wooden barrels for a shorter duration than others, to give the rum its color. This provides for a richer flavor profile over the whites we have recently reviewed. The two big names in gold rums are Mount Gay Eclipse and Bacardi Gold.

Mount Gay, out of Barbados, was founded in 1703 and is the oldest rum brand in existence. It is said that the Eclipse rum was inspired by the 1910 appearance of Halley's Comet coinciding with a solar eclipse. The rum is double distilled in copper pot stills and aged in Kentucky oak barrels.

Bacardi was founded in 1862 in Cuba by two brothers Facundo and José Bacardi. They fled to Puerto Rico when Fidel Castro came to power, taking their rum recipe with them. Today, Bacardi is the largest family-owned spirit company in the world. Bacardi Gold is produced using column stills, and aged in oak barrels for one to two years. An additional charcoal filtering is used to help enhance the characteristics of the young rum.



#### **NEAT**

Mount Gay Eclipse - The amber color, with glimpses of red, lightly coats the glass with soft lacing. The nose has caramel, toasted to the edge of being burnt and a prominent orange zest note. The first sip bites the palate. As the second and third sip evolve we get hints of burnt caramel and vanilla. A strong spice note comes from cinnamon and citrus peel that has some rind left on giving it a bitter taste. The finish stays consistent with the palate and lingers quite a bit.

Bacardi Gold - The light amber color coats the glass with little evidence of lacing. The nose has an earthy note that can be best described as the sweet aroma of banana and citrus leaves after a rain. Those earthy notes carry through to the palate opening up to toasted nuts with a hint of oak and ginger for a bit of heat. The rum finishes as it started but without the opportunity to linger.

The Mount Gay has a more robust palate than the Bacardi and could be sipped with an ice cube. The Bacardi should be left to mixing.

#### **COCKTAIL**

Our first attempt was a Classic Daiquiri. Neither rum held up to the lime so we moved on to a Cuba Libre. (2 oz. Coke, 4 oz. Rum and ½ lime.)

The Bacardi was biting, with a powerful lime note creating an odd, bitter taste. The Mount Gay was more balanced, allowing the caramel and vanilla notes to come through without being overly sweet.

#### **OVERALL**

We found the Mount Gay to be a more well-rounded rum and the Bacardi strictly a mixer. At a price point of \$18 - \$20/bottle we would keep Mount Gay in our cabinet.

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







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Falmouth Harbour Marina www.antigua-marina.com	268-460-6054	20′	380′	60	•	110/220/380 3 phase	•	•	•		•	•		•	68/10	•
Jolly Harbour Marina www.jhmarina.com	268-462-6042	13′	200′	160	•	110/220		•	•	•	•	•	•	•	68	FREE
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Varadero Caribe www.varaderoaruba.com	297-588-3850	8′	120′	75	•	50/30 amp				•			•	•	68	•
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Barcadere Marina	345-949-3743	8′	150′	83	•	30, 50, 100 & 200 amp single phase; 100 & 200 amp 3 phase; 60hz		•	•	•		•		•	16	FREE
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Scrub Island Resort, Spa & Marina www.scrubisland.com	(284) 394-3440	30'	160′	55	•	30, 50 & 100 amp				•	•	•	•	•	74	•
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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
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Colombia	Marina Santa Marta www.marinasantamarta.com an IGY destination	+574363601	11.5′	132′	256	•	110/220V, 60hz		•	•	•	•	•	•	•	16/72	FREE

#### **OUTSIDE OF CARIBBEAN:**

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

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## CARIBBEAN BOATYARDS

All At Sea's Caribbean Boatyards Guide

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

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## )UTHEAST U.S. MARINAS

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

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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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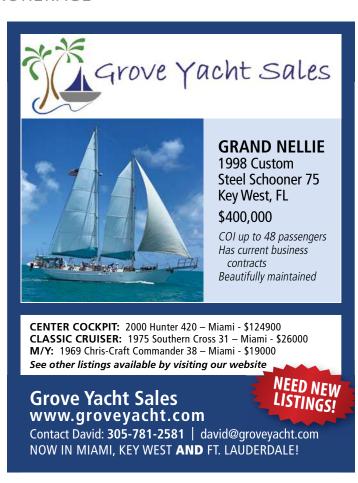




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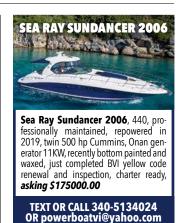
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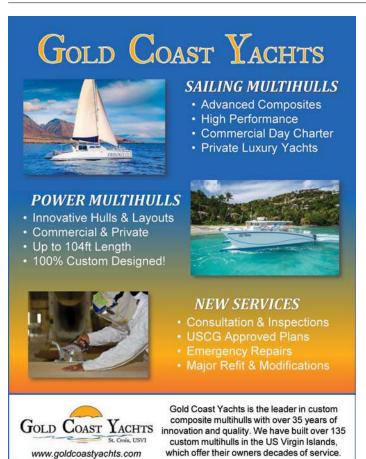
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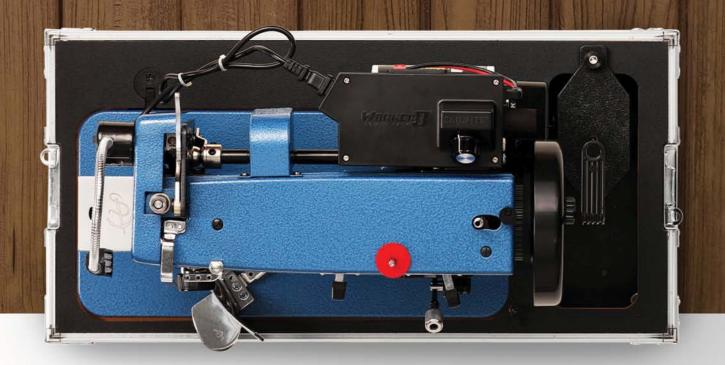
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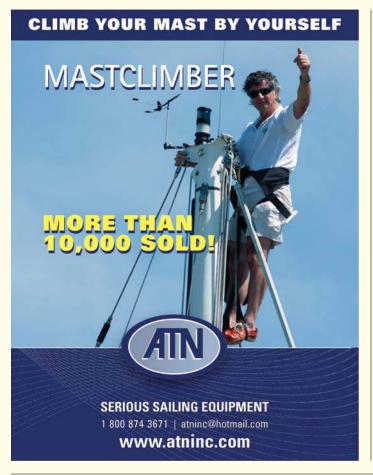
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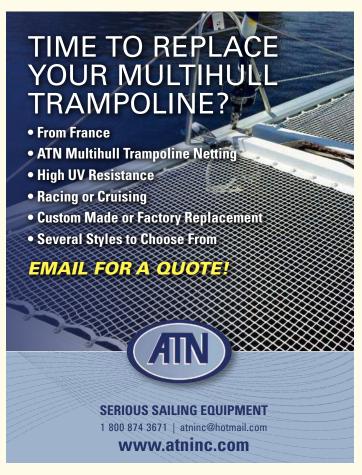
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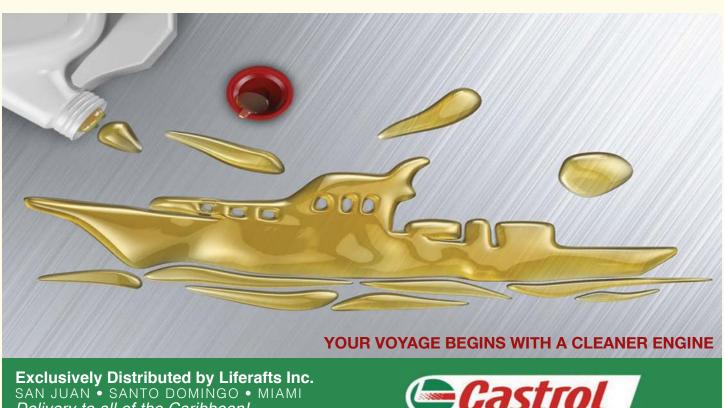








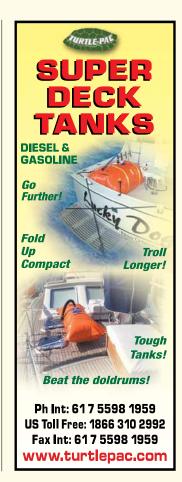




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MARINE RETAIL SALES POSITION. Island Water World, a Caribbean retailer of boating supplies and marine leisure equipment, is seeking a knowledgeable sales person for our St. Maarten stores. Candidates must have some experience in boats and marine systems, retail sales and customer service experience, and good computer skills. Ability to speak French or Spanish a plus. This is a full time, year round position with growth potential. Email CV or resume to: info@ islandwaterworld.com

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## AUTUMN DRINKS & SIDE DISHES...READY TO PARTY CARIBBEAN STYLE

#### CARIBBEAN COOKING BY CAP'N JAN ROBINSON

n the Caribbean we do not have the opportunity to celebrate the turning of the leaves, but we can enjoy some satisfying fall bounty supper. Guests often like to be involved, so ask them to bring a snack, dessert, or something that they might like to share. Below are a couple of drink recipes, along with a side dish. This can be served with your favorite protein dish. Remember to set the table accordingly – with maybe a burlap runner on an autumn-colored tablecloth, small votive candles, and play seasonal music!

#### **GOLDEN TURMERIC LATTE**

Prep time: 10 minutes. Cooking time: 5 minutes. Serves: 2

1 (15 oz.) can coconut milk
1 cup vanilla almond milk
1 Tbsp. coconut oil
1/2 tsp. ground cinnamon
2 tsp. ground turmeric
1/4 tsp. ground ginger
1 Tbsp. honey or to
1/2 tsp. ground turmeric

GARNISH: Sprinkle of ground cinnamon and/or 2 cinnamon sticks

In a small saucepan over medium heat, add coconut milk, almond milk, coconut oil, cardamom, ginger, nutmeg, pepper, cinnamon, and turmeric. Whisk together and bring all to a boil. Reduce heat to low and simmer for about 3 minutes to reduce the mixture a little, add honey, stirring occasionally. Pour into 2 warmed mugs, then sprinkle with ground cinnamon or add a cinnamon stick!

#### **GINGER AND CARDAMOM MULLED CIDER**

Prep time: 15 minutes. Cooking time: 3 hours. Makes: About 16 cups

20 whole cloves
14 cinnamon sticks
12 cardamon pods
1 (2-inch) piece of fresh ginger,
peeled and sliced thinly

Honey to taste
Bourbon, spiced rum or
liquor of your choice
1 gallon sparkling
apple cider

Preheat the oven to 350°F. On a small rimmed baking sheet, place the cloves, cinnamon sticks, and cardamom pods. Toast in the oven until the spices become fragrant, 8 - 10 minutes, then transfer to a large saucepan. Add the ginger and apple cider to the saucepan and bring to a boil over medium-high heat. Reduce heat to medium-low, cover and simmer, stir occasionally, until the apple cider is infused with the spices and ginger, about 3 hours. Ladle the cider into mugs. Add honey to taste. Adults, please feel free to add your favorite liquor.



### BRUSSELS SPROUTS & CHESTNUT SLAW WITH A MUSTARD DRESSING

Prep time: 15 minutes. Blending time: 30 minutes. Serves: 8

½ cup sherry vinegar
2 Tbsp. whole-grain mustard
1-1/2 tsp. celery seeds
Kosher salt, to taste
Freshly ground black
pepper, to taste
1 cup extra virgin olive oil
2 lbs. Brussels sprouts

34 cup coarsely chopped roasted chestnuts
 3 large celery stalks, thinly sliced on an angle
 1 large sweet-tart apple, halved cored and thinly cut sliced into matchsticks.

In a large bowl, whisk together the vinegar, mustard, celery seeds, salt and pepper, to taste. While whisking, slowly drizzle in the olive oil and whisk until emulsified. Set aside.

Remove out leaves from Brussels sprouts and slice thinly by hand, mandoline or a food processor. Place sprouts in a large attractive serving bowl. Add the chestnuts, celery, and apple.

Pour half the dressing over the Brussels sprouts mixture and toss. Taste and season with more dressing, salt and pepper where necessary. Cover the slaw and let it sit at room temperature, for at least 30 minutes to let the flavors blend.

Jan Robinson, Health Coach, Charter Yacht Consultant, 2019 CYBA Hall of Fame, Chef Competition Coordinator/Judge and author of the Ship to Shore Cookbook collection; available on Amazon and www.shiptoshore.com. CaptJan2@gmail.com







#### YAMAHA in Caribbean

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

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