

# ALL AT SEA CARIBBEAN

NOVEMBER 2021

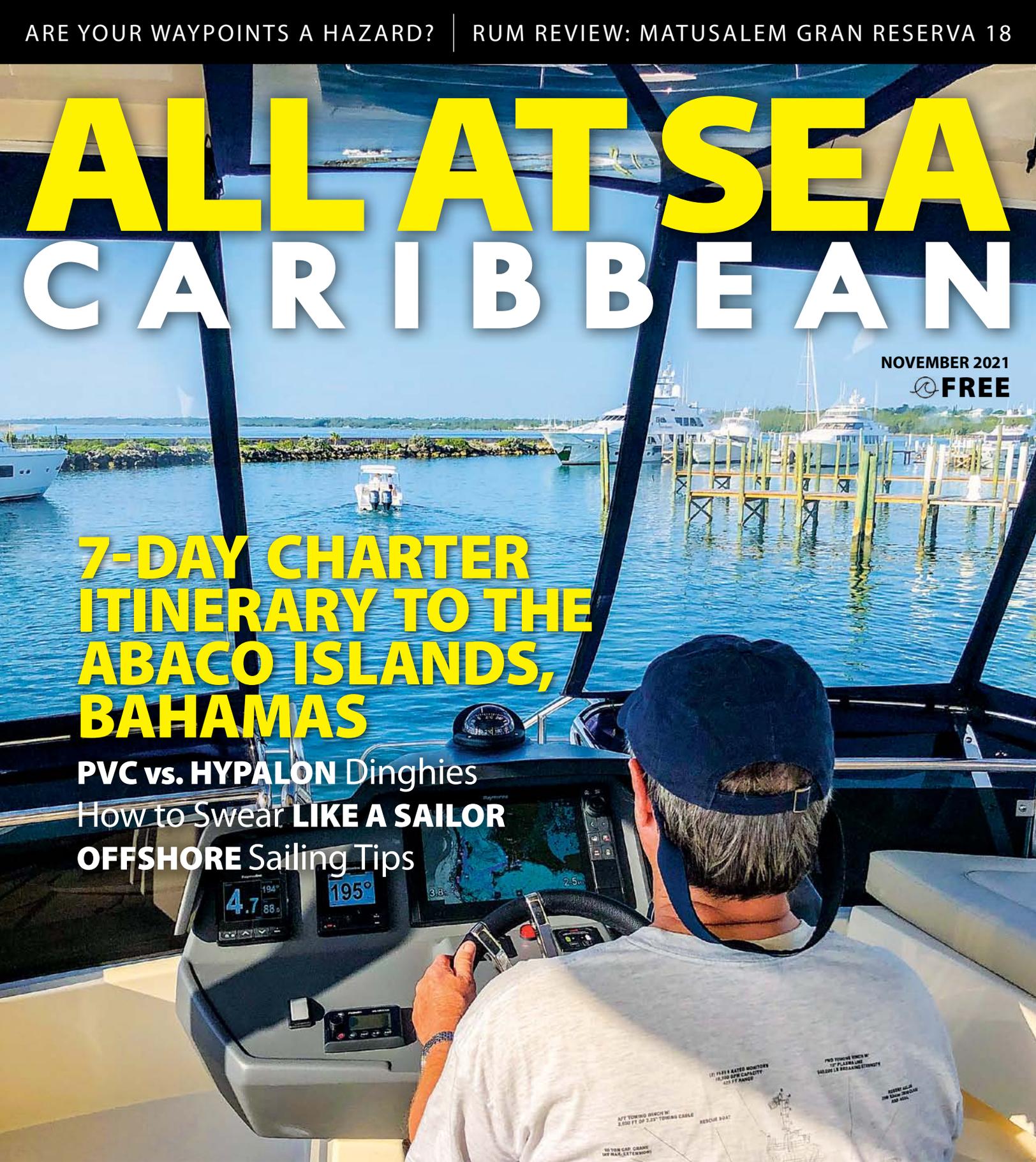
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# NOVEMBER 2021 @

The Caribbean's Waterfront Magazine



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COVER SHOT: Explore the Abacos with MarineMax. Image Courtesy of MarineMax Vacations

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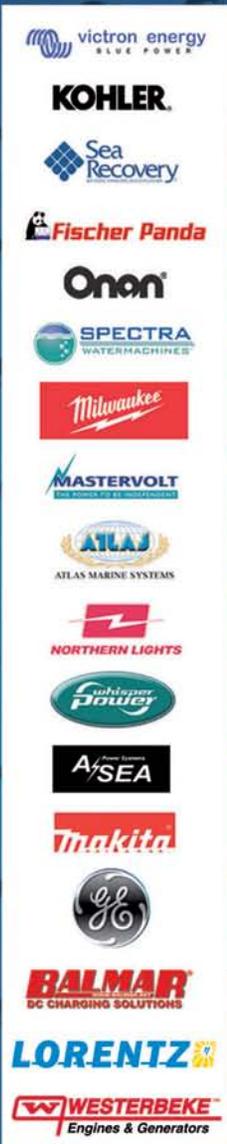
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# CARIBBEAN NEWS



## **BITTER END YACHT CLUB TARGETS MID-DECEMBER RE-OPENING**

It's back! The Bitter End Yacht Club (BEYC) is set to re-open in mid-December, after a four-plus-year closure due to devastating hurricane damage. The ribbon-cutting on this 64-acre outpost located in North Sound, Virgin Gorda, in the British Virgin Islands, includes the re-opening of the resort's doors, docks and nautical village. The total rebuild was inspired by the Bitter Ends sense of place and storied history, albeit with all-new 2.0 facilities, services and amenities.

"We have incorporated fifty years of history and guest feedback into the design of Bitter End's next chapter and

have intentionally left the magic of Bitter End unchanged," says Kerri Quinn Jaffe, chief marketing officer for BEYC and Bitter End Provisions. "Our marina and watersports crew are currently working on our programming schedule for 2022. You can count on family-friendly excursions, weekly regattas, SUP Yoga, amazing hikes and all the events that made the Bitter End experience so unique over the years. Our rollicking nautical village will be open to visitors from the world over as well as the local community. With five unique dining and drinking experiences, beautiful beaches, a fashion boutique, yacht provisioning and our robust watersports program, we can't wait to welcome our guests back ashore!" [beyc.com](http://beyc.com)

BEYC Quarterdeck Marina



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

### PUERTO DEL REY BOUGHT BY SAFE HARBOR MARINAS

It was a big day on September 2! That's when Dallas, TX-headquartered Safe Harbor Marinas, the largest owner and operator of marinas in the world, closed the deal to acquire Puerto Rico's Puerto Del Rey, the largest marina in the Caribbean.

"We are very excited to welcome Puerto del Rey to the Safe Harbor group," said Jason Hogg, Chief Investment Officer for Safe Harbor Marinas, in a release. "The local team and property are truly exceptional."

Puerto del Rey is a 140-acre facility located in Fajardo, Puerto

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Rico, an unrivaled nautical point as a port of entry to the Caribbean islands. Currently, the property has docks that can accommodate about 1,000 vessels and dry stack and cart facilities that can accommodate another 750 vessels.

"This asset will be a wonderful destination for our boaters in the Atlantic," continued Hogg. "It occurs approximately two weeks after our addition of Sunroad Marina to the Safe Harbor network in the Pacific. It is wonderful to be able to continue expanding our network for boaters on both coasts with world-class destinations." *shmarinas.com, puertodelrey.com*



**NEW MARINA MANAGER AT CAMPER & NICHOLSONS PORT LOUIS MARINA**

There's a new face at Camper & Nicholson's Port Louis Marina in Grenada. **Zara Tremlett**, who has been involved in yachting since young, has earned her Certified Marina Management qualification and has most recently written for the Superyacht Services Guide as well as consulted, and is now the new Marina Manager. Tremlett's resume also includes managing and developing Phuket Yacht Haven, a full-service 320 berth marina.

"I am thrilled to join the Camper & Nicholson's team at Port Louis Marina, Grenada. When my partner, Nick Wyatt, and I lived in Bonaire, where we developed and managed Harbour Village Marina, we would often take the owner sailing around

the Southern Caribbean on his Swan and one of our favorite stops was Grenada. So, to now be based at the authentic and charming Port Louis Marina, with the pontoons and systems built to the highest of international standards, can only be described as a pleasure

and an honor," says Tremlett.

She adds that operationally, she believes in a hands-on approach, when possible, with strong teamwork and feels lucky to already have a wonderful crew in place, alongside some great shoreside operators.

"Port Louis Marina offers a great year-round base for cruisers and superyachts alike. I am already getting to know our regular customers and I look forward to deepening the community feel and of course, welcoming many more to join us. Additionally, we have the excitement of the ARC+ to look forward to in late November/December, and then the RORC Transatlantic in 2022. Lots of action on the water and shoreside, and a great way for all of us to make new friends," says Tremlett

Camper & Nicholson's Port Louis Marina is located in the lagoon just outside St. George's, the island's capital, and offers 227 berths for yachts up to 300 feet. Camper & Nicholson's cur-



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## NEW LEOPARD 46 MAKES ITS DEBUT IN 2022



The latest generation of Leopard Powercats (PC) splashes in Cape Town this fall and then makes its world debut at the 2022 Miami International Boat Show, February 16-20. After that, the new cat will be available by appointment for sea trials. The Leopard 46 PC is the second catamaran in the new generation of Leopard Powercats and is preceded by the Leopard 53 PC, named Multihull of the Year in 2020. The Leopard 46 PC was designed with one goal in mind: it must provide pure comfort and performance compared to the best of its competitors.

“The Leopard 46 PC is the ideal motor yacht for cruising the Caribbean Sea, with an expansive flybridge, aft cockpit, and forward lounge. The places to relax outside and enjoy a rum drink are endless aboard this boat,” says Katie Baker, marketing manager for yacht sales, at Leopard Catamarans, The Moorings and Sunsail, in Dania Beach, FL.

The Leopard 46 PC was conceived as a stand-alone design, and not as a spinoff of existing sailboats. This enabled the company to make its most notable upgrade, separate engine rooms, which are completely sealed off from the living space. All major systems are housed in the engine rooms with excellent access to engines and systems. The 46 PC comes in a three or four-cabin layout. The three-cabin owner’s version provides an at-home feel with a large walk-in closet and a double vanity.

Leopard Catamarans are built by South African builder, Robertson and Caine. In addition to private ownership, the Leopard 46 PC will soon be available for charter at The Moorings’ British Virgin Islands’ base. The PC can also be purchased through The Moorings charter yacht ownership program. [www.leopardcatamarans.com](http://www.leopardcatamarans.com), [www.moorings.com](http://www.moorings.com), [www.mooringsyachtownership.com](http://www.mooringsyachtownership.com)

rently owns, manages, and operates marinas in Grenada, Malta and Turkey with over 40 new projects currently underway all over the world. [www.cnmarinas.com](http://www.cnmarinas.com)

### QUANTUM NAMED THE OFFICIAL SAILMAKER OF THE SALTY DAWG SAILING ASSOCIATION

Quantum Sails, headquartered in Annapolis, MD, with globally based lofts including four in Puerto Rico, the U.S. and British Virgin Islands, has been selected as the official sailmaker of the Salty Dawg Sailing Association (SDSA).

“Quantum is very well known for our success on the racecourse, but we’re equally proud of our work with the cruising community. The reality is, we’re committed to helping all sailors achieve their goals and have a wealth of expertise inside our team that we love sharing with other cruisers. SDSA shares our similar beliefs in supporting sailors on the water. There is no wrong way to enjoy sailing and this partnership was a natural extension of our continued support of this segment of yachting. We’re proud to have been involved with this organization for over a decade,” says Charles Saville, global director of client care for Quantum Sales Atlantic, in Annapolis, MD.



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SDSA member benefits include free sail inspections, advice on a set of sails for offshore sailing, discounts on repairs and new sails, and access to recorded Quantum and other webinars from the Salty Dawg Library. The SDSA is a volunteer nonprofit educational and charitable organization that conducts seminars, rallies and rendezvous to help sailors realize their long-distance cruising dreams. [www.saltydawgsailing.org](http://www.saltydawgsailing.org)

On a separate but related note, Quantum Sails is proud to announce that Sofia Holloway, owner and operator of Kraken Sails in St. Croix, U.S. Virgin Islands, has joined Quantum.

“Sofia brings another layer of support to our extensive network of representatives in the Caribbean - including lofts in BVI, Puerto Rico, and St. Thomas. Our teams are seasoned veterans with decades of experience and always excited to help sailors,” says Saville. [www.quantumsails.com/en/lofts/kraken-sails](http://www.quantumsails.com/en/lofts/kraken-sails)

### SHARK DETERRENT RECREATIONAL FISHING TACKLE NOW AVAILABLE

Goodbye Jaws! Makers of the wearable Sharkbanz 2, recognized globally by surfers, swimmers and divers to deter predatory sharks with amazing consistency, have come out with the world’s first shark-deterrent terminal fishing tackle. The tackle continues to gain support from the scientific community, respected charter boat captains, professional anglers, private

fishermen and now government agencies. A recent study out of Australia backs the efficacy of Sharkbanz’s core electromagnetic shark-deterrent technology. Specifically, research showed the Charleston, SC-based manufacturer’s Sharkbanz Zeppelin, a Best in Category winner at this year’s ICAST Show, reduced the probability of sharks taking hooked fish from angler’s lines by 65 percent. Company owners believe their device could work for fishermen in the Caribbean too.

“The product should be quite effective at reducing shark depredation in the Caribbean. Much like the Florida Keys and the Bahamas, the same shark species are responsible for much of the bite-off on what are also mostly the same fish species,” says Nathan Garrison, who co-founded the company with his father, David, in 2014. “While the product was designed to reduce shark depredation in bottom fishing scenarios for demersal finfish, we are seeing positive results in early efforts by various fishermen in pelagic applications as well, specifically for mackerel and tuna. There have been no trials to date for reducing shark depredation of billfish. Fishermen have also discovered the product to be quite beneficial for wade fishing (by attaching it to the float on the stringer), spearfishing (both as personal protection and to protect the catch) and attaching to the shoes to prevent stingray stings.”

*The Sharkbanz Zeppelin is available online at [Sharkbanz.com](http://Sharkbanz.com). Distribution in the Caribbean will be available soon, says Garrison.*



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# NOVEMBER 2021 EVENTS



Salty Dawgs in Antigua

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## NOVEMBER 1: SDSA Caribbean Rally.

Nearly 70 yachts leave from Hampton, Virginia, USA, to Antigua & Barbuda in this rally led by the Salty Dawg Sailing Association. Several events are planned in Antigua, from social gatherings to a celebration of the 60th anniversary of the refurbishment of the historic Nelson's Dockyard on November 14. [www.saltydawgsailing.org/caribbean-rally](http://www.saltydawgsailing.org/caribbean-rally)

## NOVEMBER 2: Caribbean 1500.

Over a dozen yachts cast off this date from Solomons, Maryland, USA for Nanny Cay Marina in Tortola, BVI. The first finishers in this UK-based World Cruising Club (WCC) led rally are expected November 8, with the final prize giving set for November 14. [www.worldcruising.com/carib1500/event.aspx](http://www.worldcruising.com/carib1500/event.aspx)

## NOVEMBER 3 – 6: BVI Charter Yacht Show.

Showcasing the British Virgin Islands as a destination as well as the spectacular crewed yachts available for charter is what's new at this year's event, according to Janet Oliver, executive



CREDIT: AMY EDMONDS

director of the Charter Yacht Society, which organizes this event held at Nanny Cay Resort & Marina on Tortola. "We will host several events away from the show venue so brokers can be reminded of the beauty of the BVI and all that it offers their

guests. We will showcase North Sound, which is abuzz with activity as both Saba Rock and Bitter End Yacht Club prepare to reopen post Irma. Oil Nut Bay has been a favorite for the crew to share with guests over the past season and, of course, Leverick Bay remains a trustworthy stop." [www.crewedyachts-bvi.com/boatshow](http://www.crewedyachts-bvi.com/boatshow)

## NOVEMBER 7: ARC+

ARC+17, St Lucia Luna



COURTESY WORLD CRUISING CLUB

One hundred yachts depart Las Palmas de Gran Canaria on this day en route to Cape Verde for a 3- to 5-day stopover before restarting once again on November 19 for Camper and Nicholson's Port Louis Marina in Grenada. This marks the first time the ARC+ finishes in Grenada. The popularity of the WCC rally is evident, as registration for the 2022 event has opened even before this year's rally sets sail. [www.worldcruising.com/arc\\_plus/event.aspx](http://www.worldcruising.com/arc_plus/event.aspx)

## NOVEMBER 7 – 10: USVI Charter Yacht Show.

Seventy-plus sail and power, monohull and multihull vessels, plus brokers, are expected to attend this show, which will have in-person and virtual elements including seminar, cocktail, and culinary competitions. New, CYBA (Charter Yacht Broker's Association) will hold its annual AGM (Annual General Meeting for Members) on the second night of the show. "Not only do the charter brokers look forward to meeting the crews, but they also look forward to reconnecting with each other in-person too, especially since in some cases it will be for the first time since the pandemic," says Oriel Blake, VIPCA Executive Director. [vipca.org/usvi-charter-yacht-show/](http://vipca.org/usvi-charter-yacht-show/)

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PIERRICK CONTIN PHOTOGRAPHY

## NOVEMBER 17 – 21: ST BARTHS CATA-CUP

Sixty entries from the Caribbean, North America, and Europe are expected for this 13th edition. The competition features everything from professionals to seasoned amateurs, who race wave-piercing Formula 18 catamarans on courses set around the island. [stbarthcatacup.com](http://stbarthcatacup.com)

### NOVEMBER 13: Nanny Cay Round Tortola Race.

Racing around Tortola is a rite of passage, and this race has been a staple in the BVI racing calendar for nearly 50 years. The Race is open to entries in racing, cruising, and multihull classes. "The race starts and finishes off Nanny Cay and in addition to the race honors on the day, entrants may also opt to contest the Nanny Cay Challenge which stipulates an anti-clockwise circumnavigation and leaving Beef Island, Scrub Island, Great Camanoe, and Guana Island to port," says Tamsin Rand, Royal BVI Yacht Club manager. [www.royalbvicyc.org/](http://www.royalbvicyc.org/)



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Nanny Cay Round Tortola 2019

COURTESY ROYAL BVI YACHT CLUB

### NOVEMBER 21: ARC.

Some 200 yachts take their start on this date from Las Palmas en route straight to IGY's Rodney Bay Marina in St. Lucia. A whole program of activities and events is planned at the marina for rally sailors, including an Awards Ceremony. Rally slots filled up so quickly that WCC organizers have added a new ARC January, that travels the same Gran Canaria to St. Lucia route, with a January 9, 2022, Canary Island departure. [www.worldcruising.com/arc/event.aspx](http://www.worldcruising.com/arc/event.aspx)



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# ASK THE EXPERTS

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



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## Should you buy a PVC or Hypalon Dinghy?

Everybody shopping for an inflatable dinghy will have noticed that the PVC ones are significantly cheaper. The PVC material is strong but less flexible than the hypalon so you may conclude that the strength of PVC is an attribute and that would make it a better deal.

The crucial attributes of Hypalon and PVC are of such a nature that in our hot Caribbean climate the PVC is not a good deal at all, something that has been proven over and over again.

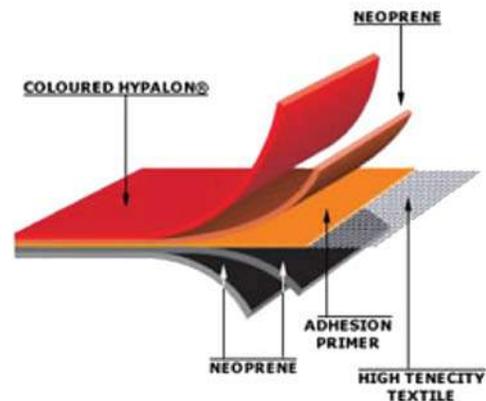
Many buyers assume that if they purchase the cheaper PVC but keep it protected from the UV rays it will give them long service. Over and over this has led to great disappointment.

The assumption is often made that the deterioration of PVC occurs from the UV rays of the sun. That's true however, it is not the only or even main source of the deterioration. The heat is a major factor.

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Please send in Questions for the Experts to answer in a future issue to [editor@allatsea.net](mailto:editor@allatsea.net)

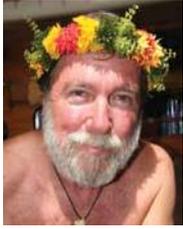


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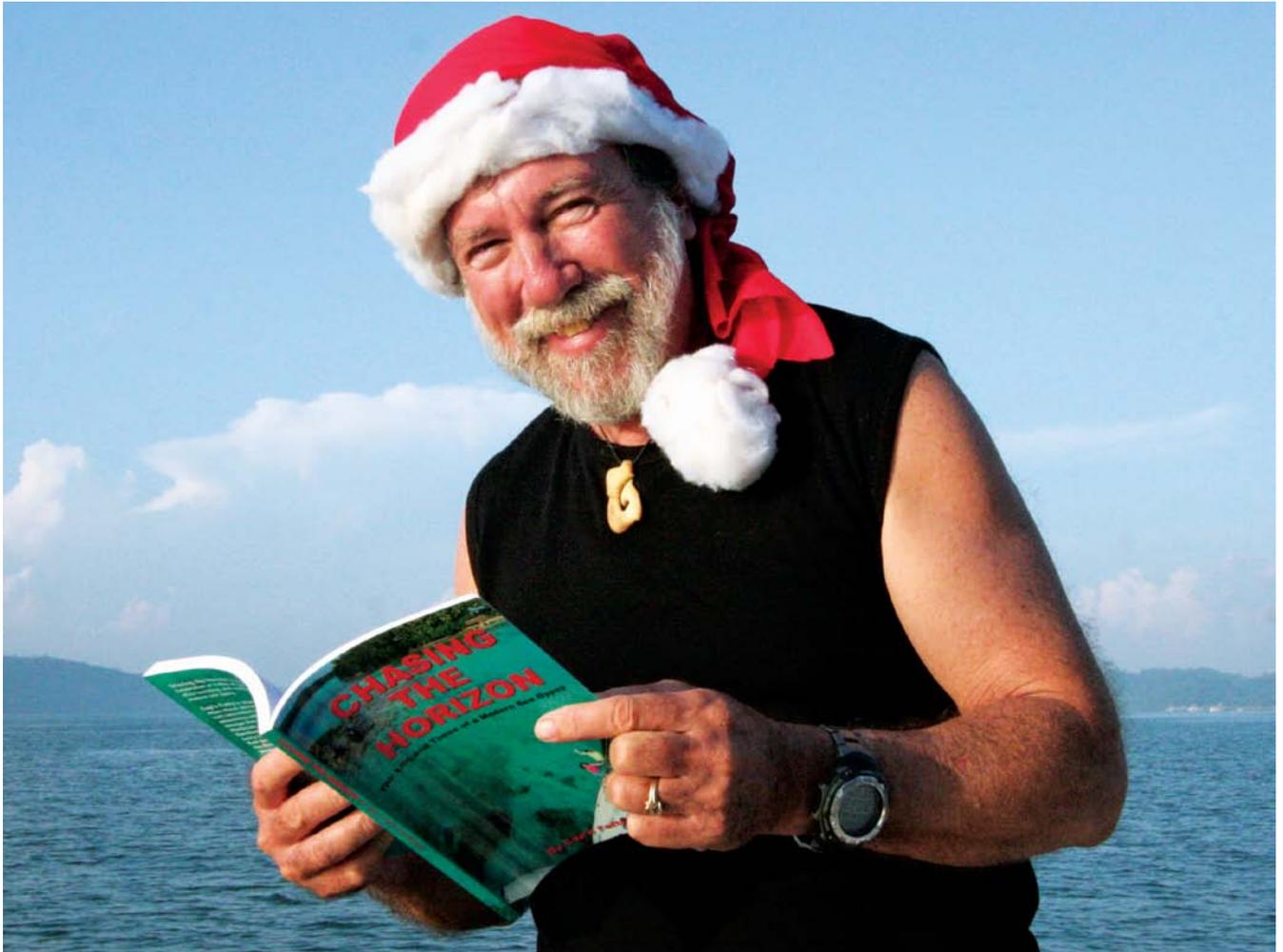
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# THE STORY BEHIND CHASING THE HORIZON

CRUISING BY CAP'N FATTY GOODLANDER



While growing up aboard in the 1950s, I enjoyed Horatio Alger stories where poverty-stricken lads achieved their dreams through diligence and sustained hard work. Growing up poor does that to you—makes you grasp at any improbable tale where the poor man ultimately triumphs.

We Goodlanders, despite owning a boat, had no TV. We couldn't even afford to see a motion picture ashore, not with Eisenhower in office. The only books we possessed were from the dusty shelves of Goodwill and Sally's Army—dogeared twenty-cent copies of *How to Win Friends and Influence People*.

Owning a record player was out of the question—and even if we did, we couldn't have afforded the 78s. If we wanted music as a family, we sang Barbershop tunes together.

Food was scarce; leather shoes even scarcer.

Here's the truth: we had such little money all I could aspire to as a wayward youth was to steal a pen and become an F. Scott Fitzgerald or an Ernest Hemingway.

Sadly, that was about as likely as being struck by lightning. Even if I could borrow a pencil stub, cigar-chomping, old-money publishers resolutely blocked my path. They collected

the lion's share of the profit—most writers in the 1950s were, at best, allowed to pick through the offal.

A few generations after mine, however, most families *could* afford TVs. They didn't want to be writers—their heroes wore make-up. They wanted to be on television as they watched Lloyd Bridges' *Sea Hunt*, *McHale's Navy*, and *Adventures in Paradise* (created by James Michener).

Which generation am I talking about? Think *S/V Devos* & crew.

Anyway, I lived aboard and I didn't go to school because I handline fished all day to fill our bellies. I tended my crab pots, I speared flounder, and I harvested shellfish from the pilings the half-rotten schooner *Elizabeth* was tied to. Alas, at the end of the 1950s my father, an itinerant sign-painter, was diagnosed with Parkinson's. We had to sell our beloved boat and move to a hillbilly trailer park just outside Chicago.

Ashore, I immediately felt like a Stranger in a Strange Land. I'd never really gone to school—just a couple of months here and there. I didn't like school. Worse, school didn't like the barefoot, unwashed me.

At 15 years of age, I purchased *Corina*, a wooden 22-foot double-ender. I left home. I left school. I stopped trying to please landlubbers and met my wife-to-be. Yes, 1968 was an interesting year for the entire world—and particularly pivotal for me.

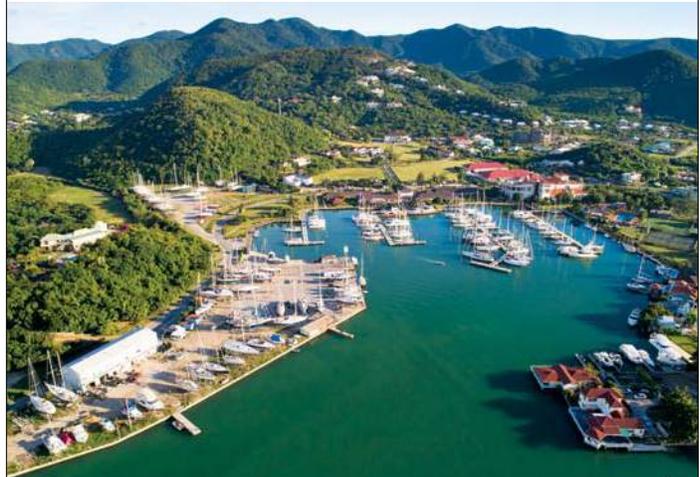
But I had a problem: I couldn't draw a bath—so I couldn't aspire to be a sign painter. I had no graphic talent. Zero! Hell, I couldn't even draw on a cigarette! Just to make matters worse, I had a speech impediment. People would say stuff like, "Gee, you sound even dumber than you look!"

However, my father hadn't been born with a brush in his fist—he'd learned his trade. Why had he chosen sign painting as a profession? He hadn't. He'd just done what he'd enjoyed—and eventually figured out a way to get paid for it.

Who knows how and why we are the way we are? DNA? Random chance? Some vague snatch of conversation overheard in the womb?

Around the age of five I started collecting pens. Yes, I collected knives and cigarette lighters as well—but it was writing instruments that thrilled me.

I worked on boats as a kid. I checked their bilges for absentee owners. I would occasionally buy notebooks—and fill them with erotic poetry, song lyrics, and, eventually, love letters to



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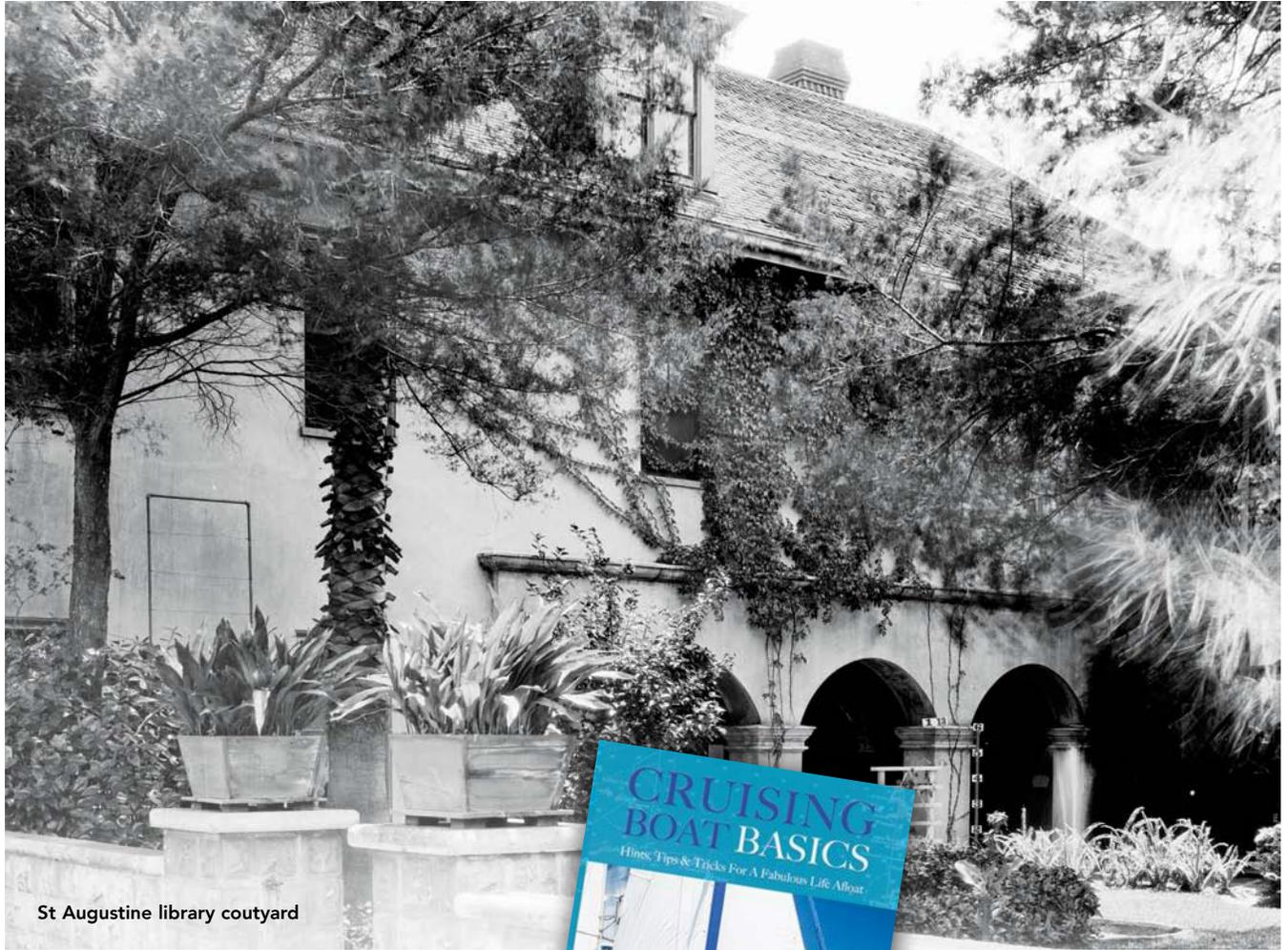
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St Augustine library courtyard

my wife. By the middle of the 1970s, my life dream was clear—I wanted to be a writer.

A writer? With only a few years of spotty education? While knowing nothing of grammar, punctuation, or how to spill? (Spyell? Speal? Speel?)

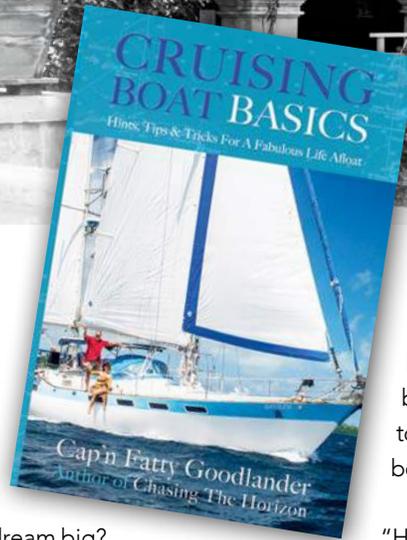
Yeah. A writer. Why shouldn't a delusional illiterate dream big?

As a writer, I only had one natural, God-given strength—I realized my writing sucked. Many writers are in love with their words for the sole reason that their words are their words—not so, in my case.

But a dream, no matter how noble, will always remain a dream without specific action directed at an achievable goal. So, I approached my bewildered wife and made my pitch.

"How about you support me for one year while I scribble?"

Being love-struck and gullible, she agreed.



We were in a strange town—St. Augustine, Florida, at the time—and I knew no one. So, I went to the local librarian and pled my case: I'd only gone to school for a few years and wanted to become a writer—would she help?

"How," asked Mrs. Louise Darby, the head librarian of the St. Johns County Library system.

"Well, I need a place to write uninterrupted for a year."

"And you've never been published?"

"No."

"Did you bring a sample of your writing?"

"No."

"And you have no money to pay rent."

"...not a penny," I admitted.

"Why ask me?" she asked, genuinely puzzled. "Do you really think you can just walk in off the street and ask for such a thing—I don't know you, don't know a *single thing* about you."

"Why you?" I asked, starting to deflate. "Well, I figured if libraries encouraged the reading of books, that they'd encourage the writing of them as well—that makes sense, doesn't it?"

Ah, fate is an interesting thing. And the fact that, as Buddha says, "When the student is ready, the teacher arrives."

*Here's the truth: we had such little money all I could aspire to as a wayward youth was to steal a pen and become an F. Scott Fitzgerald or an Ernest Hemingway. Sadly, that was about as likely as being struck by lightning.*

"Follow me, young man," Mrs. Darby said. She led me upstairs to a dusty garret above the library at 12 Aviles Street that I didn't know existed—the writing room where Pulitzer Prize (1939) winner Marjorie Kinnan Rawlings had written and edited *The Yearling* while not at her beloved Cross Creek.

Wow! Holy feces! Fate! Celestial encouragement! Cosmic reinforcement!

"Don't disappoint me," Mrs. Darby said as she left. (I did not. For the next decade or two until her death, I kept her abreast of my literary career.)

Thus, I now had a posh office, a year ahead of me, an Olivetti portable typewriter, and a few dozen sheets of typing paper. Only one problem—I had no words. None. I'd vaguely dreamt of this moment my entire adult life—when I'd magically metamorphosize into a writer—but. Now. I. Had. No. Words!

None.

Not a freak'n one!

I was flabbergasted—totally shocked. My wife was waiting on



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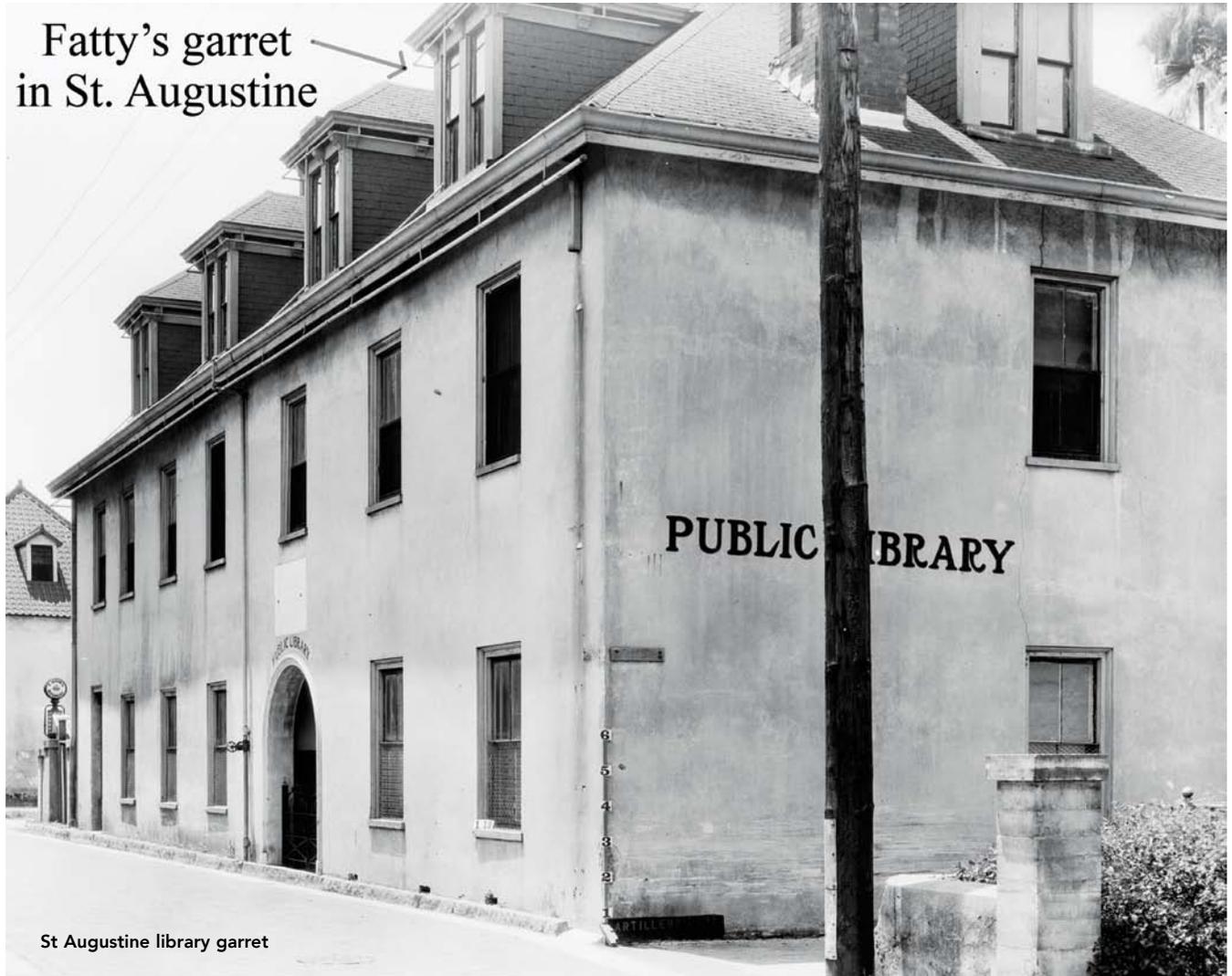
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## Fatty's garret in St. Augustine



St Augustine library garret

tables. She *believed* in me. I didn't want to disappoint her. Mrs. Darby, a complete stranger, also believed in me. But I was not worthy of their belief. I was a fraud, a dreamer; a literary poseur.

I was horrified.

Occasionally, I'd type a sentence, re-read it, edit it, polish it, change-it, add-to-it, cut a phrase, take out an adverb... and stare at it some more—than scream and rip the sheet out of the typewriter and angrily toss it on the floor in utter, angry frustration.

The only reason I didn't punch holes in the wall with my fist was because the walls weren't mine.

For the first time in my young life, I questioned if I was a loser. Sure, I was a drop-out. But *loser? Was I a loser?* My initial goal was modest—to write something, anything, that sold within the next year. But that goal was far, far too ambitious when

I couldn't write a simple declarative sentence—let alone, a whole paragraph.

And my wife was humping tables—what a selfish, rat-bastard I was!

I gradually began to think this 'writing' concept was totally beyond me. However, I *could* type. So, I rolled a sheet of paper into my typewriter, and typed as fast as I could... all the depressing thoughts running through my mind. "My Olivetti is bluish-green. It is Tuesday. I'm wearing shorts, blue seven-pocket sailing shorts. My wife's name is Carolyn. I live on a boat called *Carlotta*. We built it. From scratch. In Boston. Oh, sh\*t! Those aren't complete sentences. I should write in complete sentences. That's how they do it—whomever 'they' are. Anyway, I just wrote a paragraph and I'm going to write another 'graph about... anything that jumps into my mind because I can't write but I can type and thus I will type because I don't give up and I don't quit and I have grit

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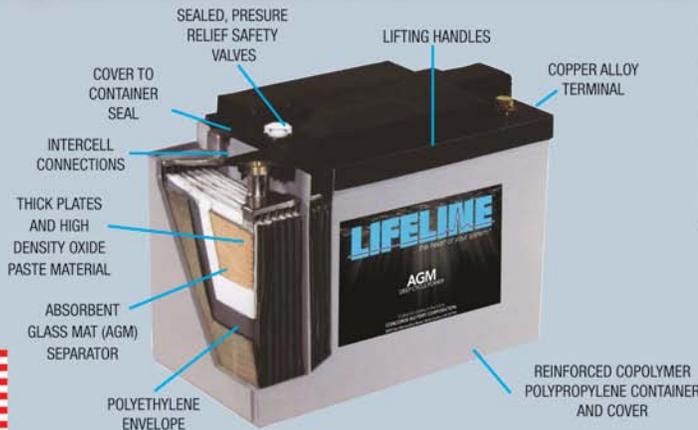
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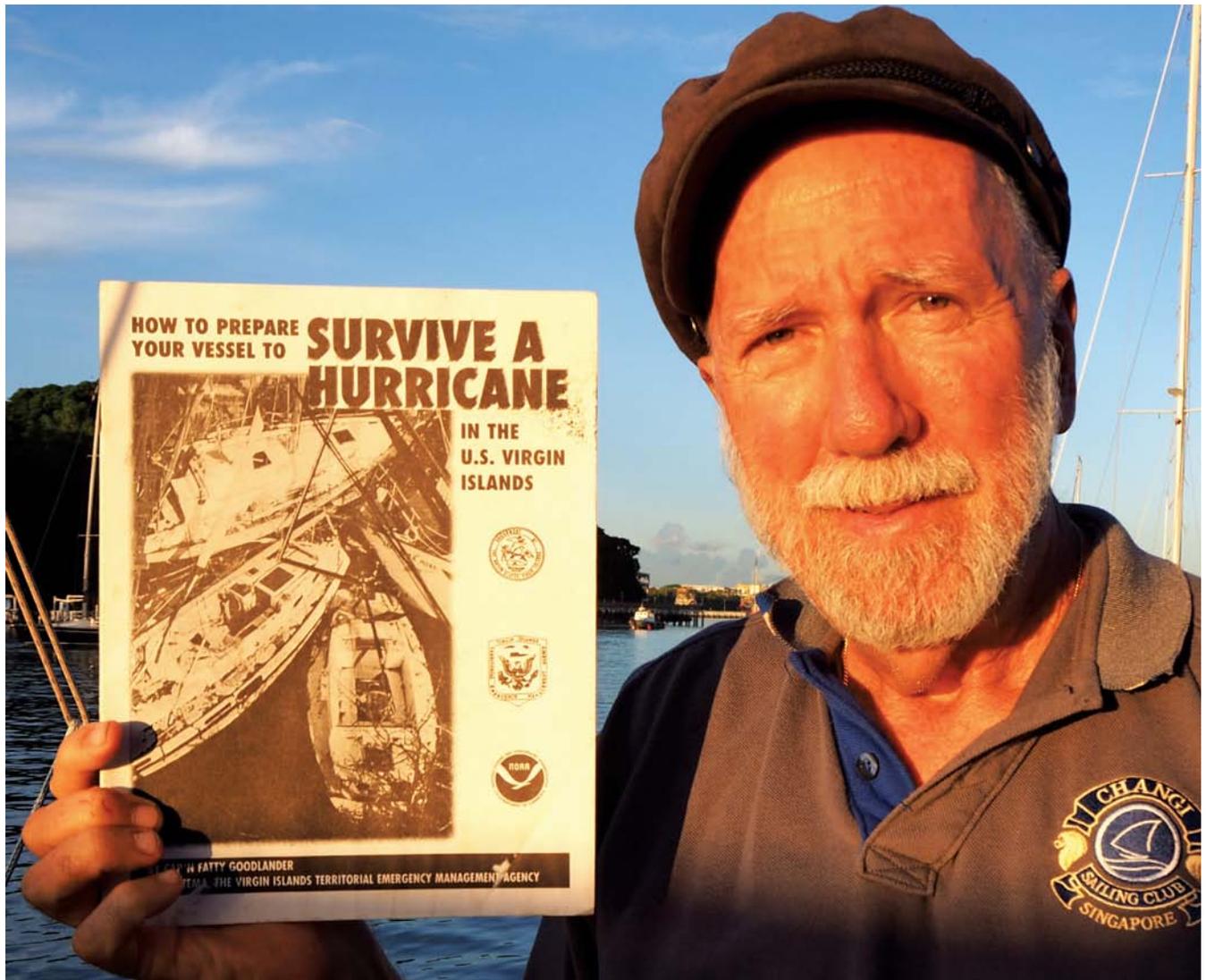
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and I won't disappoint my wife and Mrs. Darby and, worse of all, disappoint myself! So, I *type*. And *type*. And *type* some more. I will write anything that pops into my head. For example, it is ten in the morning. I want a cup of coffee but can't afford one. Besides, I'm here in this lovely, sacred office to *berate* myself, not drink coffee..."

Occasionally, I'd grind to halt and once I realized that I was stopped, I'd shout aloud to the room, "Don't *think*, you f'n fool, *type!*" I read every book in the library on writing. I went to the local paper and demanded to speak with a writer. They gave me to Katherine Hawk, their business columnist, whom I still correspond with forty years later. Jack Hunter was a best-selling novelist who lived in town—I introduced myself. He regaled me with tales of Hollywood. A number of his books (*The Blue Max*, in particular) had been made into popular movies. A British novelist (*Time Most Precious*) by the name of Margaret Walters visited Florida. I offered to drive her around

the state while she lectured to various writer's groups—all of which I networked with.

And I changed my personal professional goal from getting published once in the first year to collecting 100 honest rejection slips. Hell, that would be easy—my writing was utter crap!

Every day for 4 to 6 hours, I typed. And typed some more. Sadly, typing paper costs money. A ream at the time cost \$5.20 cents. I'd go through more than a ream a month—and money was tight.

Once I was done with those sheets of paper, they were utterly worthless. I'd ruined their value. Yeah, depressing!

So, instead, I bought a giant roll of white butcher paper—and fed it, via a string from the ceiling through its cardboard tube—into my typewriter carriage.

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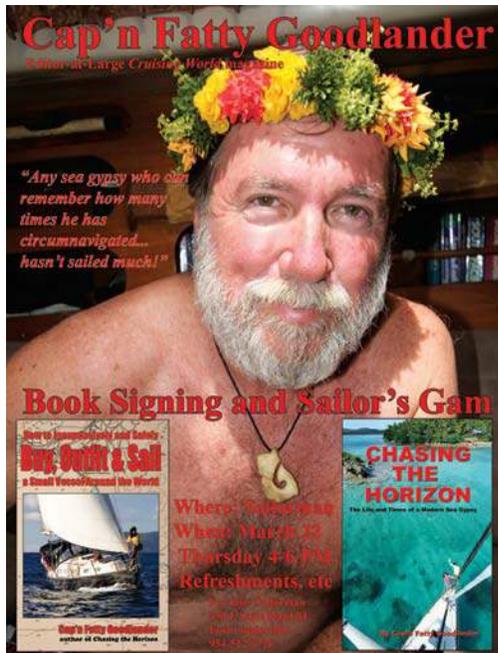
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Every time I stopped putting words on the page, I'd angrily shout out, "Type, you stupid sumbitch, type!" Occasionally, I'd send out manuscripts—which I began to call my 'homing pigeons' because they'd always head straight back home.

One irritated editor wrote at the bottom of one of my freelance submissions, "Do you realize, Mister Goodlander, that trees have to *die* so you can write this dribble?"

At the very end of the year—with nearly a hundred rejection slips from the *New Yorker* to *Mad Magazine*; Marty Luray of *SAIL* magazine purchased my first national marine article. I cried. Hell, I just broke down and cried. I wept like a baby.

...hell, I just cried *again* 40-odd years later while remembering it—that sweet, blessed moment of literary vindication.

That single paragraph letter of acceptance on *SAIL* magazine letterhead was—and still is—the most important thing to have ever happened to me professionally. I wasn't a gigolo living off my wife any longer, I was a commercial wordsmith learning his craft.

This check for \$250 was proof—so I kissed it and raised my eyes to the heavens in appreciation.

I also immediately sent Marty another sea yarn entitled *The Last Cruise*. Upon its publication, *SAIL* magazine received more positive mail than from any other story it had ever published.

"You're on your way, Fatty," said Marty. "I predict great things—you have the fire!"

From that day on, I've never been out of print—not once, not ever!

Ten years later, I collected some of my published pieces in a modest book—and was amazed when otherwise sane people brought copies of it. Actually, the highest compliment that I can get as a writer is to have someone recommend one of my books to a friend. There is no higher compliment for an inklinger than that.

Once I conquered my speech impediment, I started working in radio as well. This culminated after twenty years (on Radio One WWVI) with a summer series on NPR. (Some episodes are still archived on the NPR website.)

In 1990, I decided to write a book from scratch. Since I'd trained myself to be facile, I did exactly that. I intended to send it off to small unknown publishers, but a fellow writer told me not to be silly, to send it to the most prestigious publisher in the world—the New York publisher who had published all my literary and sailing heroes.

Thus, I sent the book manuscript off to Lothar Simon of Sheridan House. A short week later, he wrote me back and told me that he'd buy it. I was in shock, utter shock. I couldn't believe it. I must have read the letter a hundred times before taking my wife out to a fancy champagne dinner—to pop both the cork and the news.

Being prudent, however, I researched Sheridan House. They didn't pay much and only kept a book in print for 18

months—but still, my foot would be in the door. I called up Lothar, introduced myself, and froze when he said, “Well, in order to publish your manuscript, we’ll have to cut all that stuff about drugs, sex, and rock & roll.”

WTF?

What would be left—another boring cruising yarn of ‘at three in morning, with a nor’easterly blowing 35 and gusting to 40 knots, we handed the jib and hoisted our storm staysail...?’”

I was utterly horrified to hear myself boldly say to Lothar, “No, thanks! I’m not going to cut all the funny parts out of a book intended to make sailors laugh.”

*I have the honor of attempting to write something that will live forever. That’s right; I and my salt-stained pen presumptuously and continuously reach for immortality.*

That was over 30 years ago. I formed American Paradise Publishing and came out with *Chasing the Horizon* within a few months. While it got off to a slow start, word-of-mouth was kind. It sold better each year for 23 straight years—and still continues to sell well to this day. It alone has earned me more than \$100,000. Jeff at Amazon invented Kindle e-readers—and more money (and more professional freedom) rolled in. I’ve watched in delight as over a million dollars dribbled from my salt-stained pen. The only marital problem my wife and I now experience is her jumping up and down while shouting, “Sugar daddy! Sugar daddy!” (Kindles were the major digital techno-advance for us writer’s—now it’s Patreon, for the You-Tubers such as *S/V Devos*.)

And each day at 70 years of age I have the honor of attempting to write something that will live forever. That’s right; I and my salt-stained pen presumptuously and continuously reach for immortality. And each evening, as I re-read what I wrote that day, I realize I’ve actually achieved *immortality*. Damn, so freak’n close!

*(Editor’s note: Fatty and Carolyn are currently in Southeast Asia, on their fourth circ. Fatty is on his 61st year of living aboard, 51 of them with his wife. He continues, after forty plus years, to trade words for money.)*



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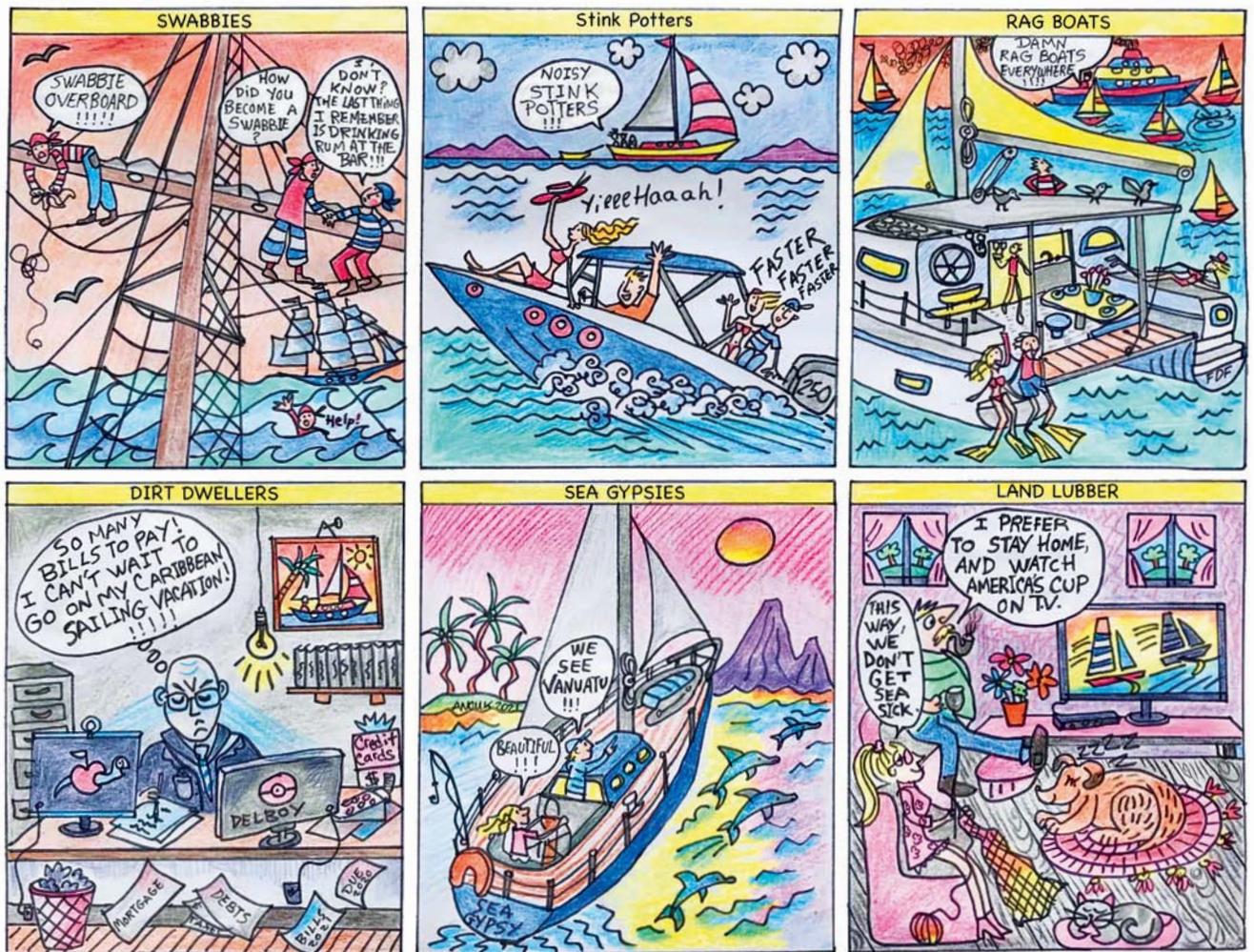
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# SAILING WITH CHARLIE: TERMS OF ENDEARMENT

CHARTER HUMOR BY JULIAN PUTLEY  
GRAPHICS BY ANOUK SYLVESTRE



Do you have a rag boat or a stink pot? Are you a dirt dweller or a sea gypsy? A landlubber or a swabbie?

Recently there has been some controversy about the term 'dirt dweller.' Some landed gentry are offended. It means a person who is land bound and by extension one who is trapped in a never-ending round of work to pay never-ending bills. It is used by a sailor who has managed to find freedom by acquiring a boat and is now 'free' of the constraints of land bound life – free of credit card payments, loan repayments, bills, taxes and restrictions of movement etc.

Of course, boaters are not really 'free.' They now become a slave to their boats and perhaps to a partner who may never really get used to the discomforts of liveaboard life. But the term 'dirt dweller' is intended to demean home owners and to denote superiority. It can upset those without a sense of humor.

There are other terms that can be contentious. Sailors will deride powerboaters as 'stink potters' as their boats emit noxious fumes polluting the atmosphere and require few skills to operate compared to sailboats. As a retort, stink potters refer to sailboats as 'rag boats,' it's the best they

can come up with. A real sailor may reply that his boat can sail around the world on a single tank... The response may well be, 'My all-powerful 6 x 350hp chick magnet can get from A to B in 4.6 minutes.' Sigh... 'A cruise under sail is like life, the pleasure is in the journey not only the destination.' The banter can continue through many Painkillers at the beach bar.

Of course, it's all very well having the desire to be a cruising yachtsman but how will you support your dream lifestyle? That, however, is never uppermost on the mind of the dreamer. Getting the boat and preparing it for sea are most important. The rest will take care of itself... Hollywood film star, Sterling Hayden, had some wise words to say on this matter, 'Voyaging belongs to seamen, and to the wanderers of the world who cannot, or will not, fit in. If you are contemplating a voyage and you have the means, abandon the venture until your fortunes change.' A little disingenuous perhaps since he was a rich film star. 'I've always wanted to sail to the South Seas but I can't afford it. What these men can't afford is not to go.' This, another quote from this enlightened man with salt water in his veins holds undoubted truth.

In the days of yore when a minimum of men was required to man a clipper ship or man of war and recruits were not forthcoming, shanghaiing was used. By skulduggery, coercion, or outright kidnapping, (likely at the pub at closing time), a complement of men was finally achieved. New recruits were known as swabbies because men with no nautical skills were initially kept busy by swabbing (washing and scrubbing) the decks. Soon they were required to furl and unfurl sails by scampering up the ratlines and onto slippery yardarms during a storm in rolling seas. A swabbie would then become either a flat swabbie, a drowned swabbie or a seaman. Today, to be called a swabbie is insulting and means worthless. So, to dirt dwellers, you now have a retort.

In the end swabbies need dirt dwellers more than the other way round. How is the swabbie going to feed himself, keep his boat afloat or provide a few luxuries for his moll without all the necessities provided by the dirt dweller. But we wouldn't be without the swabbies today – they provide the yarns that spice up the lives of dirt dwellers, to inspire the imagination and provide hope in an ever-changing world. ☺

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

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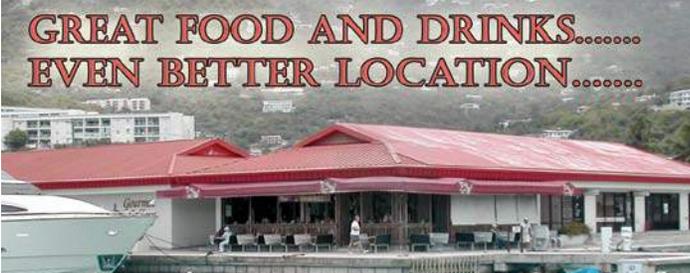
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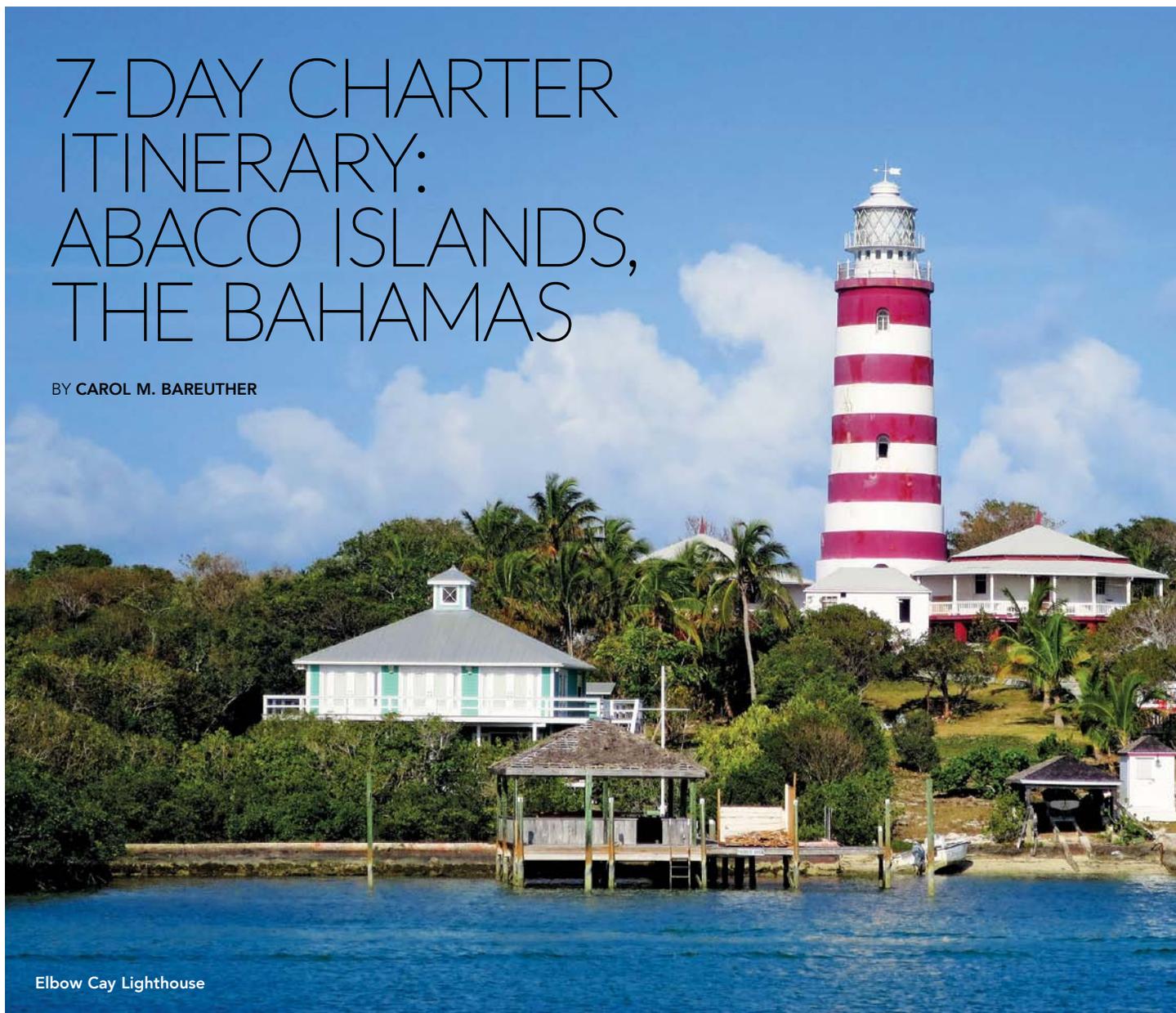


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# 7-DAY CHARTER ITINERARY: ABACO ISLANDS, THE BAHAMAS

BY CAROL M. BAREUTHER



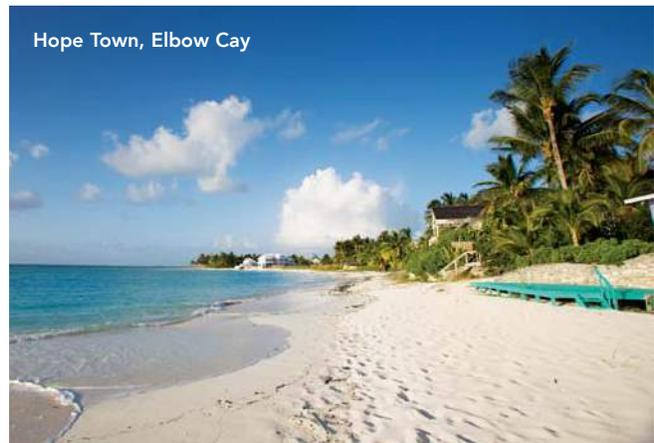
Elbow Cay Lighthouse

Considered the 'boating capital of the Bahamas', the Abaco Islands form the northern part of this Commonwealth and are located about 180 miles east of the Florida coast. In 2019, Hurricane Dorian directly hit and severely damaged many of the Abacos. The good news especially for this upcoming season is that much of the islands' infrastructure has been rebuilt and is ready for visitors.

"We are delighted to report that the Abacos have almost completely recovered from Hurricane Dorian, with the majority of shops, restaurants and bars open and operating with full service," says Patti Gonsalves, who with husband Mark own Cruise Abaco, offer captained and bareboat charters on

their nearly dozen vessel fleet, including sailing and power multihulls and sailing monohulls. "Marsh Harbour is almost completely rebuilt. However, we find the beauty and appeal of our island paradise is mostly reflected in the outer Cays where there is so much to see and do."

The Abacos, grouped into North, Central and South islands, spans 120 miles. There are nearly as many different possible routes for a week's charter. This sample itinerary will feature a round-trip route from Marsh Harbour. Marsh, in Central Abaco, has good airlift from Florida, plus a wealth of services from accommodations to grocery shopping, laundry, post office and shops. Marsh Harbour is also home to several marinas and charter companies. These include Cruise Abaco, as well



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as MarineMax Vacations, Dream Yacht Charter, The Moorings and Abaco Yacht & Charter Services.

**DAY 1** . Arrive at Marsh Harbour. Head to your charter yacht and receive an orientation and charter briefing. Those who are bareboating can go to Maxwell's Supermarket & Home Store where there are a variety of foods, from chicken to Cheerios, as well as sundries like toothpaste, shampoo and flip flops. Charter outfits such as Cruise Abaco are located near the Abaco Beach Resort, while MarineMax and the Moorings are at the Conch Inn Marina. Both have on-site bars, restaurants and amenities like swimming pools, which are an ideal place to relax, overnight at the dock and launch off fresh the next day.

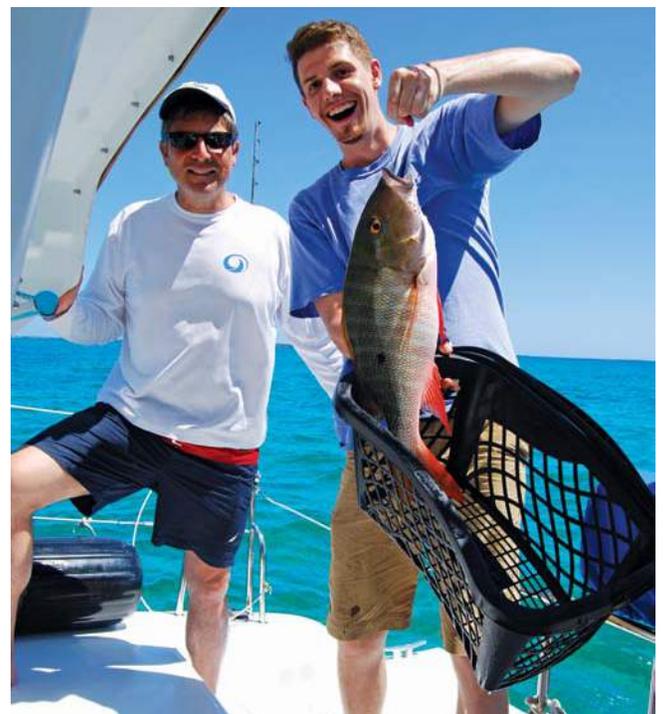
**DAY 2** . Hope Town, Elbow Cay. It's an easy 8-mile sail east to Elbow Cay. This is a great fishing area, so be sure to troll a line for a fresh catch. Elbow is an 8-mile-long cay first settled in the late 1700s by British loyalists fleeing the newly created United States. Hope Town is the biggest settlement here, and one of the most famous sights here is of the century-plus-old, red-and-white-striped, 120-foot-tall Elbow Reef Lighthouse. Hike to the top of the light for an incredible view. The town is best explored on foot, or by golf cart, the most popular form of transportation. Those who want to peek into the past can visit the Wyannie Malone Museum, where there are exhibits of the Loyalist era and on the Amerindians and Spanish who arrived here before the British. Enjoy the beaches on Elbow



Cay, and either eat on board or in one of the many restaurants ashore.

**DAY 3.** Man-O-War Cay. Cruise north some 6 miles to Man-O-War Cay. This is the boat building capital of the islands, says Raul Bermudez, vice president of Clearwater, FL-headquartered MarineMax Vacations, which offer Aquila power catamarans for charter. "The Albury family continues in the boat building business today and you can see Joe Albury building his handcrafted boats from his workshop. This is a must-stop for those who enjoy seeing old-world craftsmanship or are maritime historians. Moor in the calm cove at the south end of the island and explore by renting a golf cart, bicycling or walking. The cove is a great anchorage to spend the night as well."

**DAY 4.** Green Turtle Cay & No Name Cay. Take a 23-mile sail northwest to this 3-mile-long barrier island reachable only by boat. This is a great base for exploring spectacular marine life, especially snorkeling and diving along the island's outer reef. New Plym-





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outh is the name of the settlement here. A site to see is the Loyalist Heritage Sculpture Garden, where there are 24 busts of prominent Bahamians. Take time to hop over to nearby No Name Cay, and swim with wild pigs.

**DAY 5.** Manjack Cay. Two plus miles north, this privately owned and undeveloped island is the northernmost point on this itinerary. This is the spot to play Robinson Crusoe for the day, walking on often deserted beaches, swimming and snorkeling, and shell hunting. Pack a picnic to enjoy ashore.

**DAY 6.** Great Guana Cay. Make it a shore and sea day. Anchor in the protected coves by Orchid Bay Marina, then walk through the quaint streets and end at one of the beaches on the Atlantic Oceanside. Stop in at the popular beachfront Nippers Beach Bar and Grill. There are lots of conch on the menu, including cracked conch burgers. Then, when swimming and snorkeling, look for abundant marine life. Sea turtles nest on the beaches, white-tailed tropicbirds do the same in rock ledges and rays often swim nearby.

**DAY 7.** Marsh Harbour. Enjoy an early morning breakfast on board or ashore, and then go for a swim, before sailing south 10 miles to Marsh Harbour. Make plans to return and cruise the North and South Abacos.



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## EXPLORE THE NORTH ABACOS

The North Abacos are more off the beaten track than their fellow islands Central and South. For example, Walker's Cay is nearly 100 miles north of Marsh Harbour. Yet, this is an area with spectacular fishing, especially for billfish and bluefin tuna. An investor purchased the Walker's Cay a couple of years ago, and despite hurricanes and the pandemic, the marina there opened this year. There's a small airstrip, but no accommodations, restaurants or public facilities.

"This season, we have added a 78-foot Nordhavn (trawler-style motor yacht) for expedition-style adventure charters to the Northern Abacos," says Michael Dillon, who with wife Francesca, owns and operates Abaco Yacht & Charter Services, based in Marsh Harbour. "We have PADI crew so guests can get dive certified while on charter. The diving is amazing here, with huge barrier reefs several stories high. That's what makes the fishing so good as well."

Charter guests can meet the Nordhavn in Marsh Harbour, then spend a day heading north. Or, the company works with Tropical Ocean Airways, which has a floatplane and can coordinate to fly guests in to meet the boat and get started fishing and diving right away. Grand Bay, Moraine Cay and Spanish Cay are other out-of-the-way islands near Walker's ripe for exploration and each with its own personality. 

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# TOP TIPS FOR OFFSHORE SAILING SAFETY

BY CAROL M. BAREUTHER

The numbers are sobering. Some 86% of fatal boating accident victims who drown are not wearing a life jacket, and 77% percent of deaths happen on boats where operators have no boating safety instruction. Operator inattention, operator inexperience, improper lookout, excessive speed and machinery failure rank as the top five contributing factors in boating accidents, according to the 2020 Recreational Boating Statistics by the U.S. Coast Guard. While many accidents happen close to shore and on small recreational craft or powerboats, sailing offshore

such as cruising to the Caribbean from the U.S. East Coast or Europe has its risks and demands keen attention to safety. There are several boating safety programs. Plus, over the past three-plus decades the organizations that host sailing rallies to the Caribbean have made safety a priority by incorporating this training into pre-departure materials and briefings.

ALL AT SEA asked Hank Schmitt of the North American Rally to the Caribbean (NARC), Hank George of the Salty Dawg Sailing Association's (SDSA) Caribbean Rally, and Jeremy Wy-



att of the World Cruising Club (WCC), which hosts the ARC, ARC+ and Caribbean 1500, to share their collective top safety tips for offshore passage making.

**1 SAILING EXPERIENCE.** To develop offshore sailing capabilities, says the SDSA's George, "we recommend a series of ASA (American Sailing Association) fundamentals, coastal and offshore courses, recognizing these are both classroom/online study work as well as considerable hands-on experience. I am not a huge fan of only doing on-

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line coursework. Hands-on in front of a qualified instructor is invaluable. Then work in plenty of long day, overnight, and then multiple day and overnight passages.”

A minimum of a 250 nautical mile non-stop offshore passage is required as a qualifying cruise undertaken in the 12 months preceding the rally to participate in the WCC’s Caribbean 1500 Rally, whose route is from Solomons, MD, USA to the British Virgin Islands. “We look to ensure skippers have organized crews for an offshore voyage, including night watches. For U.S.-based boats this is usually a coastal sail, but as it is in the open Atlantic, conditions are the same as for the passage south. In fact, they can be more challenging as there is more shipping traffic than is found offshore,” says Wyatt.

**2 VESSEL CHOICE.** The NARC doesn’t have a size limit. However, “we haven’t had more than a handful of boats under 42-foot participate in the past few years,” says Schmitt.

“I advise anyone bluewater cruising to aim for ‘as much boat length as they can afford’,” says the WCC’s Wyatt. “But I suggest 40-foot should be the starting point. Below this, especially on older designs, there is often less interior volume for people, equipment, fuel, food and water and the paraphernalia of cruising life. For catamarans, shorter hull lengths tend to be much more uncomfortable offshore due to wave lengths, so with cats longer is definitely better. Aim for 45-foot or more for a comfortable offshore boat.”

An excellent resource when evaluating different types and makes of boats is the EU standard on boat classification, recommends the SDSA’s George. “Category A (Ocean), B (Offshore), C (Inshore) and D (Sheltered Coastal). Builders must certify to the standards in one of these categories. I’d recommend Category A or B for offshore passage-making.”

**3 TOP SAFETY EQUIPMENT.** There are many things needed for safe passage-making. If he had to name a top three, the NARC’s Schmitt says, “First, go with a smaller



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headsail on your roller fuller. In the fall you do not need a 155% or a 135% jib. A high clewed offshore strong sail that you can still furl some and trim to a good shape is all you need. Second, a bulletproof autopilot. Third, a good siphon hose and system to empty jugs into your fuel tanks without getting water in the tanks or having the crew fall overboard while struggling to fill tanks. The new fuel tanks with 'safety' non-spill tanks are unsafe due to the time it takes to keep them upside down while refueling offshore."

The WCC's Wyatt also recommends a suitable offshore standard life raft (look for ISO9650-1 certification), a 406MHz EPIRB (distress beacon), lifejackets (worn, not left in a locker!) and crew-overboard and fire-fighting equipment.

The WCC lists safety equipment recommended on its website: [www.worldcruising.com/Carib1500/safety-usa.aspx](http://www.worldcruising.com/Carib1500/safety-usa.aspx). Similarly, the SDSA has a library of webinars and articles on safety, including a comprehensive checklist: <https://www.saltydawg-sailing.org/education>

**4 BEFORE DEPARTURE SAFETY CHECKS.** "I always encourage sailors to start with a comprehensive checklist months before the passage. Some things can take time to fix or have a long lead-time.

The last month before departing: get a professional rigging inspection, including aloft, and a sail inspection. Things we find get missed in last-minute preps are: securing the anchor, cycling thru-hulls, changing the raw water impeller and engine v-belts, looking over all running rigging including reefing lines for chafe, setting jack lines before leaving the dock, removing power to the windlass, assuring all bilge pumps will pump water, and making sure crew are set on all safety and emergency procedures," says the SDSA's George."

Each skipper is required to give a full safety brief to the entire crew, and to conduct a crew-overboard drill when participating in WCC rallies, says Wyatt. "The safety brief should include the procedure for abandoning ship (who does what!) and operation of the boat's communications equipment. A



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vital point to note for anyone using an Iridium Go is that these devices are paired to a smartphone or tablet to provide voice calls. You should assure that the PIN or access code is shared or recorded if the skipper (or owner of the smartphone) is incapacitated.”

**5 THE WEATHER WINDOW.** A good sailing friend says the only weather you can control is the weather you leave in, says the SDSA’s George. “Leave in decent weather with the wind abeam or aft of abeam and have high confidence of favorable weather for the first two or three days. Don’t get beat up at the start, expecting things to get better. Once you have plenty of sea-room, sail at comfortable angles. Don’t feel tied to the rhumb line, keep the crew comfortable. Falling off 10 degrees or more can make all the difference in stopping the pounding and slamming. You’ll have less breakage and a more enjoyable passage.”

**6 SAFETY UNDERWAY.** Keep everything simple and everyone focused on what their job is while on watch, recommends the NARC’s Schmitt. “If something seems amiss or you hear something banging or moving about, investigate if you can safely do so. Do a once-daily walkabout if conditions allow to see if everything is in place.”

Most important is to assure everyone gets plenty of rest, says the SDSA’s George. “We like the three-hour watch cy-

cle through the night and a more flexible watch during the day. Getting enough rest means you maintain your sharpness and sound decision-making abilities.”

**7 DEALING WITH EMERGENCIES ON PASSAGE.**

Be prepared with the proper equipment, a good medical kit and knowing how to use it, and a good tool kit and spares with the knowledge of how to use them, recommends the NARC’s Schmitt.

Similarly, before going offshore, practice for an emergency, adds the SDSA’s George. “Talk through how an emergency would be managed and write down guides or reference material (where safety gear is located, thru-hull locations, bilge pump controls and procedures, emergency phone numbers and radio frequencies, tool and spares locations, etc.). Then, before the passage make assignments: communications officer (radio, sat phone, etc.), medical officer, chief mechanic, etc. And, when an emergency occurs, the captain is in charge. The crew should be prepared to follow directions, seek input, and share ideas, but follow the captain’s direction when a decision is made. In an emergency condition, slow the boat, and reduce sail. If you are taking on water, close thru-hulls, start pumps and get everyone’s help to find the source of the water. Time is critical. Once water gets deep it is almost impossible to find the source. And be sure the communications officer has alerted authorities like the Coast Guard.”



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# WAYPOINTS— BOON OR BANE?

TEXT & PHOTOS BY BIRGIT HACKL AND CHRISTIAN FELDBAUER



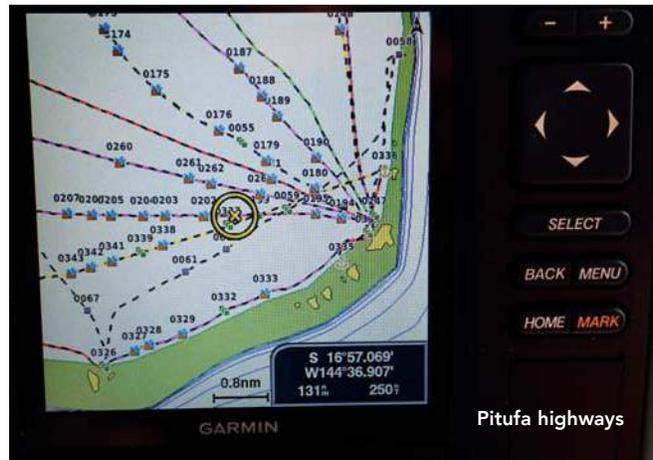
Timing, slack water and visibility can be tricky

Nine years ago we set out with a super-tight itinerary that looked quite feasible sitting on the couch, but approaching a burn-out we soon stopped rushing and started enjoying... Of course it is tempting to visit as many famous places as possible in a limited time. However, such a “Been there, done it!” approach leaves merely a blur of memories behind. Often, people don’t remember the names of the islands they have visited, and sometimes don’t even know the name of the one they are currently at.

With so little time allocated for a place, none is left for proper research like studying charts and satellite images, finding protected anchorages for different conditions, reading about

restrictions and regulations, places of interest, endangered wildlife, etc. Instead, electronic cruising guides and “compendia” are conveniently scanned solely for waypoints to find the next anchorage, or waypoints are requested from other boats at the last minute.

Relying on waypoints for both anchorages and passage routes can be dangerous. Cruising blogs and compendia are unfortunately full of bad or incomplete recommendations and generalizations from one-sample observations. For instance, “an anchorage with good holding” although it is in deep water densely strewn with healthy coral heads, or frequently waypoints for “the well-protected anchorage”



are posted without mentioning in what wind direction and swell conditions people were anchored there. Waypoints are surely very convenient, but particularly for newbies it is not obvious whether a recommendation is good or bad.

Even highly renowned and praised publications have to be used with care and common sense. Following Jimmy Cornell's waypoints (World Cruising Routes 5th. Ed.) from Grenada to Bonaire keeps you (as promised) at a safe distance from the Islas Los Roques, but, without further double-checking, could lead you straight over the Islas Las Aves...

Adequate care is necessary when following routes for en-

trances or lagoon crossings. Is it surely deep enough? Did the author mention tides, currents, or obstacles? How old is the recommendation? Sand bars move, locals install fish traps, etc.. The same caution is necessary when using GPS tracks copied from others: never follow blindly, but double-check with current charts and satellite images and keep a lookout. We record our tracks whenever we change anchorage or sail across a lagoon and mark coral heads along the way. Some of our tracks we declare 'safe highways' usable in an emergency even without adequate visibility, but we would never trust a track copied from somebody else.

\*Deceptive precision



Anchorage waypoints should always only be considered as marks for a possible anchoring area. It is simply not possible to find a small sand patch surrounded by coral heads when (blindly) heading for a waypoint, not even when it has three or more decimal digits and also not when a spot has been extracted from satellite pictures.

There are several sources of error:

1. The GPS fix may be a couple of meters off.
2. Boats have their GPS antennas at different positions, usually at the stern and hardly ever at the bow from where the anchor is dropped, so there is already a possible offset of a full boat length.
3. Boats arrive from different directions. Imagine you approach an anchorage from a certain direction and create a GPS mark when the bow is over the desired sandy spot. When you (or other boats) head for this spot from the opposite direction, the right position is already reached when the GPS tells you the waypoint is still two boat lengths away...
4. Also satellite images often have an offset. More than once we observed discrepancies in the order of 70 ft or

more when comparing images from different providers (e.g. Bing and Google). Unfortunately it is not easy to say up front which one is more accurate.

The only way to anchor successfully in such small sandy spots is to have somebody at the bow who precisely directs the helmsperson. This also requires good visibility, that is, a blue sky with the sun high up to avoid surface reflections and shallow water (< 30 ft) to see the bottom clearly and without much misleading refraction.

Proper research about a cruising destination is essential, ideally already before sailing there. Waypoints should always be used with sufficient caution and double-checked. Using common sense and seamanship, the necessary skill set to objectively judge info found in guides or blogs can quickly be developed, and when the itinerary is not too tight, it is great fun to explore and find good and pretty anchorages on your own. We see cruising as a constant learning process. It seems to us, many rush from waypoint to waypoint like from ride to ride in an amusement park. Unlike Disney World, cruising is not fool-proof, accidents happen. 🌀

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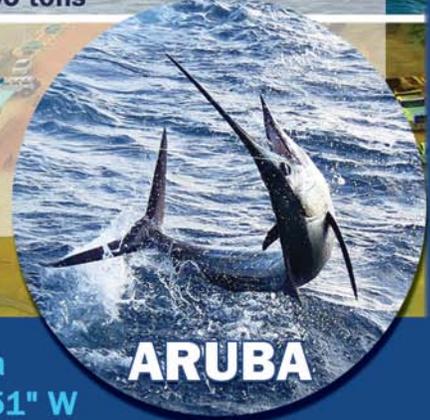
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# MATUSALEM GRAN RESERVA 18

## RUM REVIEW

BY CLINT AND TERRY BORAM

Reader Miguel from the Dominican Republic wanted to know why we don't consider DR rums for our articles. He writes, "We produce more rum than all the other islands and have won more international [awards] with our products." At last count, we have reviewed eight Dominican rums over the years with four just in the past year. So here is another, Miguel – Matusalem Gran Reserva 18.

Matusalem originated in 1872 when brothers Benjamin and Eduardo Camp, and Evaristo Álvarez opened a distillery in Santiago de Cuba. To produce their rum they utilized an aging system that at the time was used to produce sherry, brandy, and cognac. The solera method is a fractional blending process that flows through a pyramid of barrels. New rums are put in barrels at the highest level of the pyramid. As aged rum is pulled from the lowest solera barrel, the volume is replaced by the younger rums above. The blending of old and new is said to soften and refine the rum.

The distillery closed after the Cuban Revolution in 1959. In 2001 the great-grandson of Álvarez, Claudio Álvarez Salazar, relaunched the brand in the Dominican Republic and continued the solera pioneer's vision of rum. Today Matusalem produces seven rums ranging from a white to a Gran Reserve 23.

Back in our early days of rum reviews, we tasted Matusalem Gran Reserve 15 and found it to be "Ho Hum" finding little to contemplate. We are



excited to see what aging the blended rum an additional three years has done to the overall complexity.

### HE SAID

The subtle notes give me time to contemplate what I'm experiencing. The forward note is molasses with orange and vanilla undertones. The palate has chocolate with molasses and orange sitting in the background. Those dark chocolate notes carry through to the finish providing slight warming that satisfyingly lingers. As I continue to sip, I do find oak notes but again, ever so subtle. The rum doesn't quite open up the way that other solera 18 rums do.

### SHE SAID

The dark amber color provides thick lacing on the glass. The nose is very subtle with orange and an ever so slight hint of vanilla. A buttery note comes through the more I ponder the nose. The initial taste is buttery with a hint of orange before an alcohol burn kicks in for the finish. The rum "feels" good on the palate with a creamy and buttery consistency that I want to hold on to before releasing it for the burn. I simply can't get past the alcohol burn to enjoy the latter part of the palate into the finish.

### OVERALL

Adding three years of aging to the blend definitely helps Matusalem 18. The creaminess provides something to contemplate. There are other rums at the \$30/bottle price point that provide a better experience however, Matusalem 18 will do on a cool night on the boat.

3.25 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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			Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet
St. Croix	<b>Green Cay Marina at Tamarind Reef Resort</b>	340-718-1453	8'	100'	154	●	110/220V - 30A, 50A, 200A	●	●	●	●	●	●	●	●	16	FREE
St. Croix	<b>St. Croix Marine</b>	340-773-0289	11'	150'	44	●	110/220	●	●	●	●	●	●	●	●	16/18	
St. Lucia	<b>Rodney Bay Marina</b> www.igy-rodneybay.com an IGY destination™	758-458-7200	14'	285'	253	●	120V- 480V, 30/50/100/125/200 amps at 60 Hz, 240V- 440V, 32/63/125 & 200 amps at 50Hz	●	●	●	●	●	●	●	●	16	FREE
St. Lucia	<b>The Marina at Marigot Bay</b>	758-451-4275	16'	250'	40	●	110/220/380, 50/60 Hz	Cable	●	●	●	●	●	●	●	16/12	●
St. Maarten	<b>Bobby's Marina</b> www.bobbysmarina.com	721-542-2366	12'	130'	80	●	110/220V		●	●	●	●	●	●	●	16/69	●
St. Maarten	<b>Island Water World Marina</b>	+1 721-544-5310	8'	60'	47	●	110/220V, 60Hz		●	●	●				●	74	FREE
St. Maarten	<b>Lagoon Marina Cole Bay Waterfront</b>	599-544-2611	9'	100'	45	●	110/220	●		●	●	●	●	●	●	16	FREE
St. Maarten	<b>Simpson Bay Marina</b> 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	<b>The Yacht Club at Isle de Sol</b> 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	<b>American Yacht Harbor</b> www.igy-americanyacht-harbor.com an IGY destination™	340-775-6454	10'	110'	134	●	120/208Y/240 VAC 30 to 100 amps, 60 Hz	Cable	●	●	●	●	●	●	●	16/6	FREE
St. Thomas	<b>Crown Bay Marina</b> www.crownbay.com	340-774-2255	24'	200'	99	●	30, 50, 100amp 120v, 208v, 220v, 480v	Cable	●	●	●	●	●	●	●	11	FREE
St. Thomas	<b>Yacht Haven Grande</b> www.igy-yachthaven-grande.com an IGY destination™	340-774-9500	18'	656'	48	●	120/208Y/240/480Y VAC 50 to 600 amps, 60 Hz Ability to hard wire	Cable	●	●	●	●	●	●	●	16/10	FREE
Tortola, BVI	<b>Nanny Cay Marina</b>	284-494-2512	12'	125'	200	●	110/220		●	●	●	●	●	●	●	16	●
Tortola, BVI	<b>Soper's Hole</b>	284-495-4589	25'	170'	50	●	110/240	Cable	●	●	●	●	●	●	●	16	Cafe
Tortola, BVI	<b>Village Cay Marina</b>	284-494-2771	12'	200'	106	●	110/220/308	Cable	●	●	●	●	●	●	●	16/71	FREE
Trinidad	<b>Power Boats Ltd</b>	868-634-4346	13'	65'	40	●	115/220		●	●	●	●	●	●	●	72	●
Turks & Caicos	<b>Caicos Marina &amp; Shipyard</b> www.caicosmarina.com	649-946-5600 649-232-1905	9'	150'	100+	●	30/50/100 amp		●	●	●	●			●	16	FREE
Virgin Gorda	<b>Virgin Gorda Yacht Harbour</b>	284-495-5500	10'	180'	94	●	110/220		●	●	●	●	●	●	●	16/11	●
Colombia	<b>Marina Santa Marta</b> www.marinasantamarta.com an IGY destination™	+574363601	11.5'	132'	256	●	110/220V, 60hz		●	●	●	●	●	●	●	16/72	FREE

**OUTSIDE OF CARIBBEAN:**

Boston, MA	<b>Boston Yacht Haven</b>	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	<b>Marina Cabo San Lucas</b> 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	<b>North Cove Marina at Brookfield Place</b> www.igy-northcove.com an IGY destination™	917-677-7680	16'	175'	18	●	110V, 220V; 480V 3-phase				●	●	●	●	●	69	FREE

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# CARIBBEAN BOATYARDS

All At Sea's Caribbean Boatyards Guide

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

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# SOUTHEAST U.S. MARINAS

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

					Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / W/C	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet
Washington D.C. / MD	VA MD	<b>National Harbor Marina</b> www.igy-nationalharbor.com an IGY destination™	301-749-1582	Call	160'			●	30/50/100 single and 3 phase	●	●	●	●	●	●	●	●	71/16	●
Beaufort	NC	<b>Jarrett Bay Boatworks</b>	252-728-7100	10'	135'	30	●		30/50/100 Amp		●	●						16	FREE
Fort Pierce	FL	<b>Fort Pierce City Marina</b>	772-464-1245	7'	150'	240	●		30/50/100 Amp		●	●	●	●	●	●	●	16/78	FREE
Miami Beach	FL	<b>One Island Park</b> 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	<b>Marlin Bay Yacht Club</b> www.marlinbay.com/marina	305-731-2207	7'	60'	28	●		30/50 Amp				●					16	FREE
St Petersburg	FL	<b>Maximo Marina &amp; Boatyard</b> www.igy-maximomarina.com an IGY destination™	727-867-1102	8'	110'	300	●		30/50/100 single phase	●	●	●	●					6/16	FREE

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# SOUTHEAST U.S. BOATYARDS

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

					Maximum Draft	Maximum Length	Maximum Beam	Maximum Air Draft	Power	Arrival Hours	Lift Type/ Capacity	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facility
Beaufort	NC	<b>Jarrett Bay Boatworks</b>	252-728-2690	10'	130'	30'		no limit	30/50/100 Amp	24x7	50/75/200 ton travelift	●	●	●	●	●	●	
Thunderbolt	GA	<b>Thunderbolt Marine Inc.</b>	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	<b>Catamaran Boatyard &amp; Storage</b>	305.852.2025	5'	80'	27'4"			220V, 100 Amp	M-F	80 tons		●	●	●	●		
Fort Lauderdale	FL	<b>Bradford Marine Inc.</b>	954-791-3800	11'	180'	35'	55'		208v/240v/480v	24/7	300 ton Syncrolift	●	●	●	●	●	●	
Fort Lauderdale	FL	<b>Cable Marine</b> (1517 SE 16 St Location)	954-462-2822	6'	60'	16.5	25'		110/240	8-4:30	40 ton			●	●		●	
Fort Lauderdale	FL	<b>Cable Marine</b> (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	<b>Progressive Marine Service/Boat Yard</b>	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	<b>Maximo Marina &amp; Boatyard</b> 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	<b>Saunders Yachtworks</b>	251-981-3700	10'	130'	28'	74'		30/50/100 Amp 3 phase	24x7	165 ton travelift		●	●	●	●	●	
Mobile	AL	<b>Dog River Marina</b>	251-471-5449	8'	85'	22.5'	75'		30/50/100 Amp 3 phase	24x7	70 ton travelift		●	●	●	●	●	
Orange Beach	AL	<b>Saunders Yachtworks</b>	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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**1**  
**ST. THOMAS, USVI.** Beautiful and affordable 1 BR/1 BA condo just a short walk from the beach. Live near Red Hook and the St Thomas marinas. Eastwind has low condo fees too. This is a great opportunity both for purchase and rental income. Price: US \$319,000

**CHRISTINE BELMONTE, Real Solutions Real Estate**  
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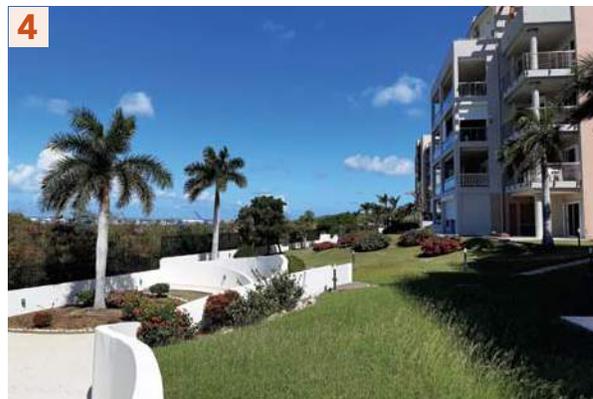
**2**  
**ST. JOHN, USVI.** Motivated Seller! Celebrate this island paradise's sunrises and moonrises from a downhill build site near Picture Pt high on Bordeaux Mt. Spectacular North Shore ocean views include Jost, Sandy Cay, Tortola, Virgin Gorda & Peter. Coral Bay Harbor, Hurricane Hole, and East End St John are also part of the dramatic viewscape. Paved access, near shops and restaurants, topo included. Price: US \$195,000

**MARY NICKBARG, American Paradise Real Estate, Inc.**  
 marynickbarg@gmail.com | www.marynickbarg.com  
 Cell: 340-513-2477



**ST. CROIX, USVI.** Once in a lifetime opportunity! This property consists of approximately 2,377 acres on the island's north shore, approximately 8 miles north of the airport and about 5 miles east Frederiksted. The first parcel, 1,322-acres and identified as Annaly Bay, has 1.8 miles-plus of ocean frontage along the Caribbean Sea. Parcel two, 1,055 acres and called Solitude Valley, has an elevation of about 1,100 feet which provides ocean views. Price: US \$25,000,000

**SCOTT NEWLAND, Newland Real Estate, LLC**  
 Scott.newland01@gmail.com  
 vibeachfrontproperties.com | Cell: (340) 643-4147



**ST. MAARTEN.** Located 5 and 10 minutes from beaches at Maho Bay and Simpson Bay, respectively, Bluemarine is a luxurious, residential gated development with a 2 BR/3 BA air-conditioned condo for sale. Spacious open floor plan, fully equipped kitchen, large balcony with barbecue area, and Caribbean Sea views. Additional amenities include two swimming pools, a fully equipped gym, elevators, a generator, 24-hour security, and an intercom entrance coded system. Price: US \$375,000

**GABY AGUIRRE, Simpson Bay Real Estate**  
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 Sailing photos by Laurens Morel, Salty Colours



**5 FRIGATE BAY, ST KITTS.** Build your home on this quarter-acre lot perched on a hill with panoramic views of the Caribbean Sea. Easy access from a paved road. The two bays of Frigate Bay are southeast of Basseterre and north of the isthmus that joins the southern peninsula to the rest of St. Kitts. Price: US \$119,000

**CARLA ASTAPHAN, Coldwell Bankers St. Kitts and Nevis Realty**

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[www.coldwellbankerst Kittsnevis.com](http://www.coldwellbankerst Kittsnevis.com)

Office: (869) 469-9403 | Cell: (869) 662-5545



**6 ANTIGUA & BARBUDA.** Pelican Point is a stunningly located 3 BR/2.5 BA, 3,500 square feet, waterfront villa with 180-degree ocean views. The residence is situated on 1.09 acres of tropical gardens and is located close to Seatons Village at Parsons Mall. Calm, clear waters abound, and the area is fully protected by coral reefs. These tropical ocean waters are a paradise for enjoying boating, swimming, kayaking, fishing, and snorkeling. Price: US \$1,495,000

**ALISTAIR FORREST, Stanley's Estate Agents Ltd.**

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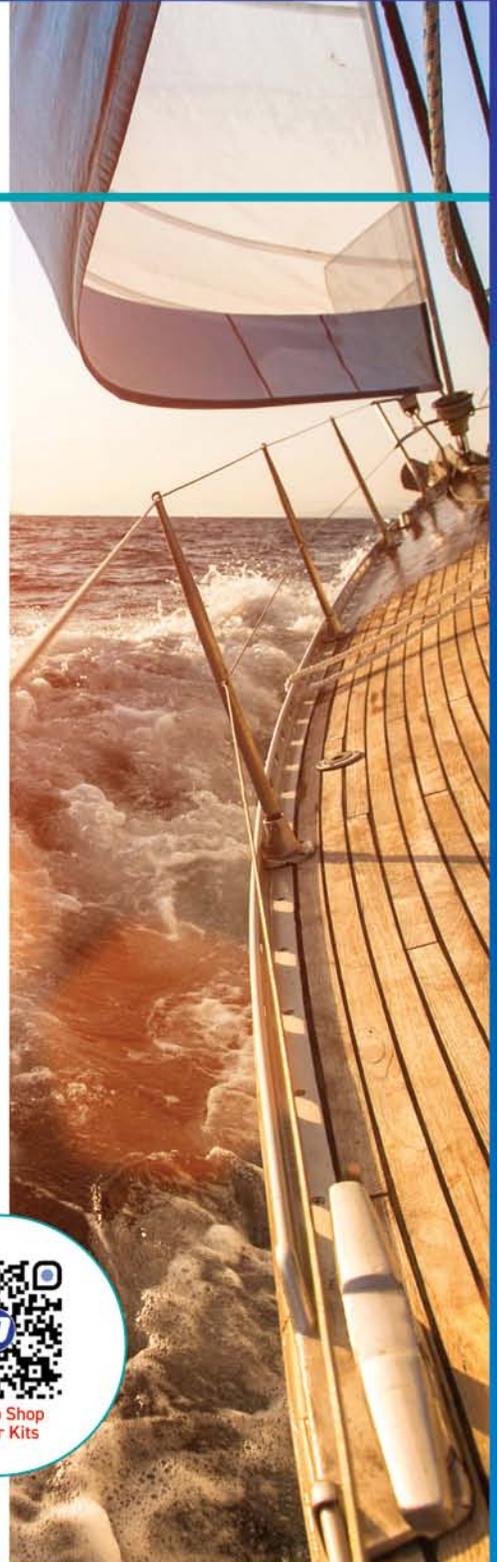
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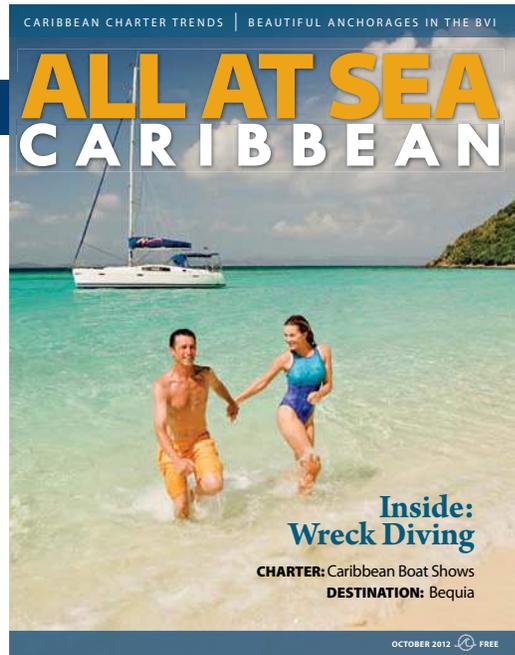
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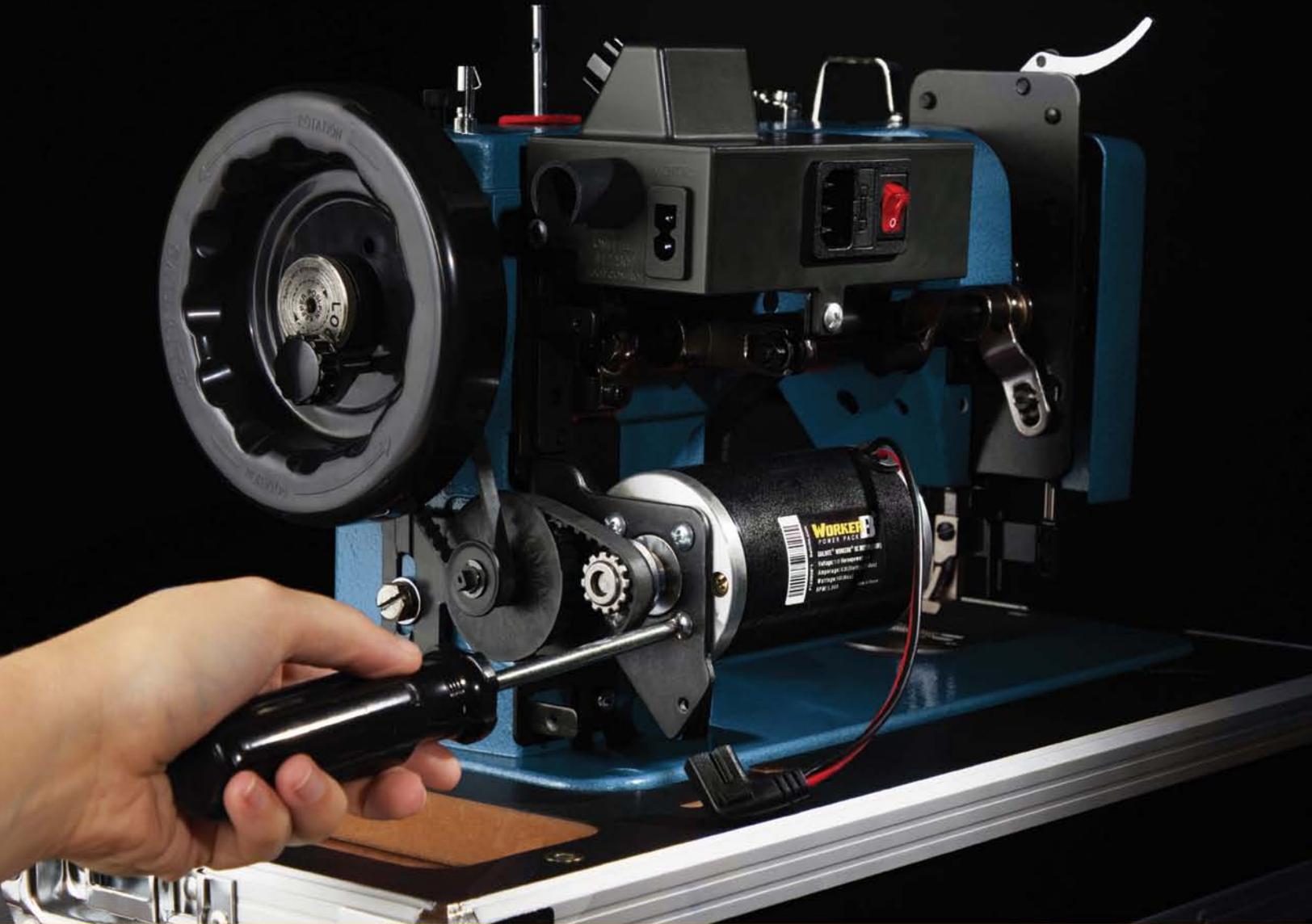
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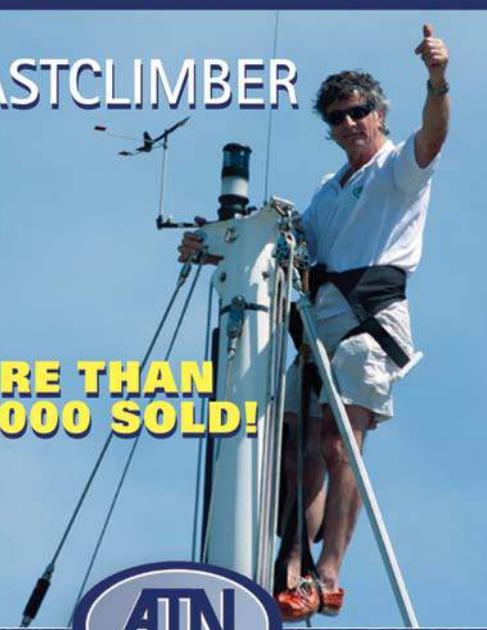
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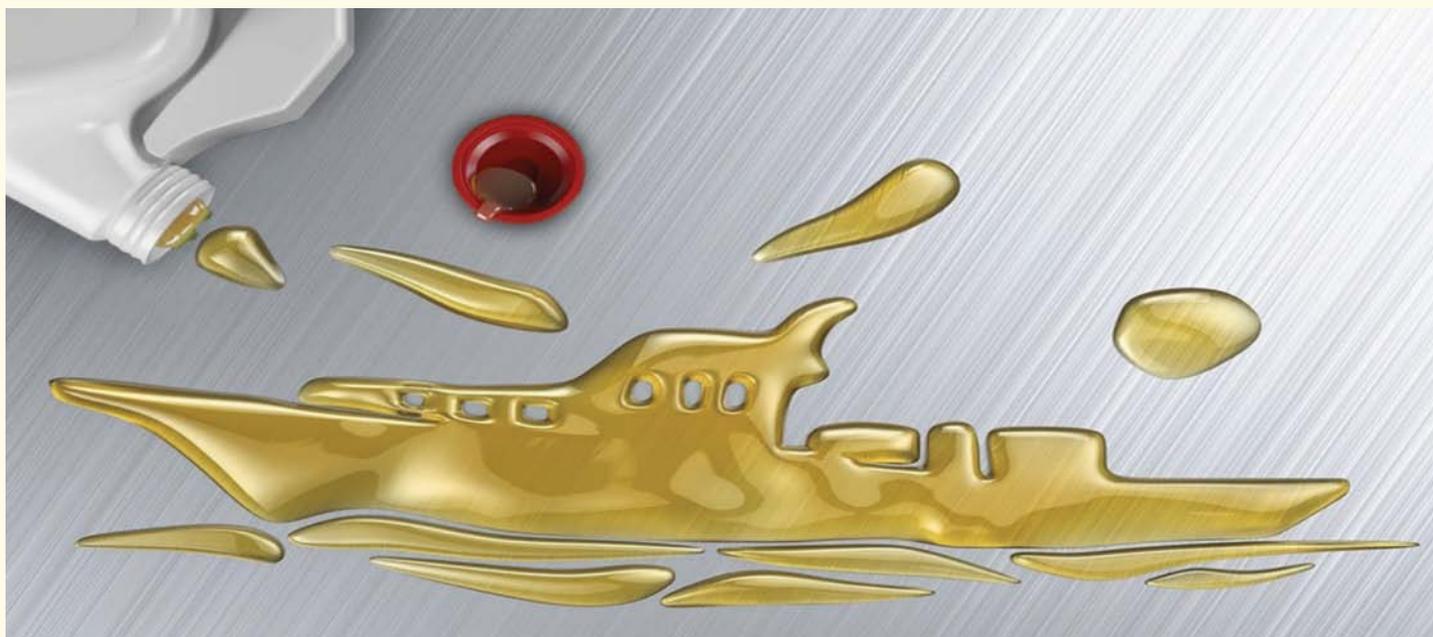
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# GET READY FOR TURKEY DAY CARIBBEAN STYLE

CARIBBEAN COOKING BY CAP'N JAN ROBINSON

I recently learned about Spatchcock cooking and it is great for on a boat. Spatchcocking is definitely a strange name. The wacky term came from Ireland. This technique involves splitting the chicken by removing the backbone so you can flatten it, resulting in crispier skin and even, quicker cooking. We would probably call it butterflyed!

## SPATCHCOCK TURKEY WITH THYME, SAGE, LEMONS & GARLIC

Prep time: 20 minutes. Cooking time: about 1-1/2 hours. Serves: 12

- 3 Tbsp. Extra virgin olive oil**
- 2 Tbsp. chopped thyme**
- 1 Tbsp. chopped sage**
- 1-1/2 tsp. ground Himalayn salt**
- 1 (12 lb.) turkey, giblets removed**
- 3 lemons sliced**
- 6 sliced garlic cloves**

Preheat oven to 450°F. Combine oil, thyme, sage, salt and pepper in a small bowl. Trim any excess fat from the turkey. Using heavy-duty kitchen shears or poultry shears, cut the turkey down one side of the backbone, through the ribs. Make an identical cut on the opposite side to remove the backbone completely; discard. Place the turkey cut-side down and flatten with the heel of your hand (you'll have to press hard!). Splay the thighs outward and tuck the wings under. Loosen the skin over the breasts and thighs; rub the herb mixture under the skin. Make a layer of lemon slices and garlic slices, about the size of the turkey in a large roasting pan. Set the turkey on the lemons and garlic.

Roast the turkey until an instant-read thermometer inserted into the thickest part of the breast registers 165°F, 1-1/2 to 1-3/4 hours. Remove from the oven and let rest for 20 minutes before carving. Serve with your favorite roasted vegetables – *Happy Thanksgiving!*

## CAULIFLOWER CRUST VEGGIE PIZZA

Prep time: 10 minutes. Cooking time: 20 minutes. Serves: 2 - 4

- 1 Frozen Cauliflower Crust**
- Pesto Sauce**
- Shitake Mushrooms**
- Onions**
- Garlic**
- Chopped marinated artichokes**
- Roasted red peppers**
- Chilled Goat cheese, crumbled**

Preheat oven to 425° F. Sauté Shitake mushrooms, onions, and garlic. Spread frozen pizza crust with pesto sauce. Add sautéed vegetables and goat cheese on top. Put in oven and cook 12 – 15 minutes. *TIP: Sauté any vegetables you like to add. HINT: I use the store-bought frozen cauliflower crust*



## RED THAI AND NOODLE SOUP

Prep time: 10 minutes. Cooking time: 20 minutes. Serves: 4-6

- 1 Tbsp. Olive oil**
- 5 garlic cloves, minced**
- 1 onion, diced**
- 2 large carrots, diced small**
- 1 red bell pepper, diced**
- 2 cup sliced shitake mushrooms**
- Salt and pepper, to taste**
- 3 Tbsp. red curry paste**
- 2 Tbsp. freshly grated ginger**
- 6 cups low sodium chicken, vegetable or bone broth**
- 1 (13.5 oz) can coconut milk**
- 8 oz package rice noodles**
- 1 Tbsp. fish sauce**
- 3 green onions, finely chopped**
- ¼ cup chopped fresh basil**
- ½ cup chopped fresh cilantro**
- 3 Tbsp. Fresh squeezed lime-juice**

*TIP: Feel free to change up the vegetables, as long as you slice them so they're all pretty small and about the same size. You could try broccoli, cauliflower, sliced zucchini and/or yellow squash.*

Heat olive oil in a large stockpot or Dutch oven over medium heat. Add garlic, onion, carrots, and bell pepper. Stir and cook about 3 minutes. Add shitake mushrooms, salt, and pepper. Stir in red curry paste, ginger, and fish sauce and cook another couple of minutes. Pour in broth, coconut milk and rice noodles. Bring to a boil then reduce heat and cook about five minutes or until rice noodles are tender. Add spinach and cook a minute or so more. Remove from heat; stir in green onions, basil, cilantro, and lime juice. Season with salt and pepper to taste.

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